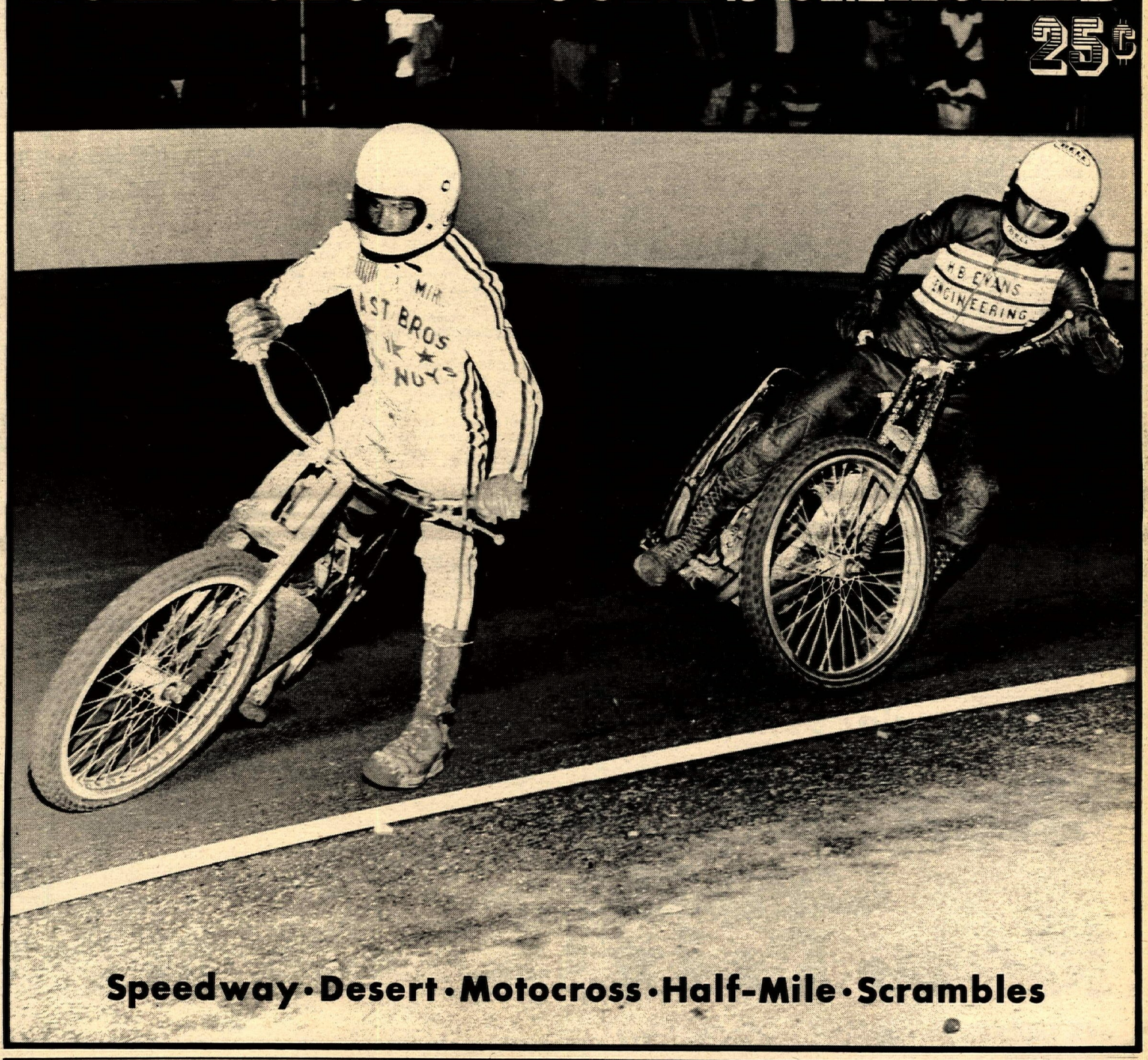
cycle news

VOLUME VII NUMBER 31 | North & Western Edition | August 18, 1970

ROAD RACE RECORDS SMASHED

25¢



Speedway • Desert • Motocross • Half-Mile • Scrambles

The brothers Bast. Mike leads brother Steve, who this week will leave to become a member of the Wimberly Lions Speedway racing team in England. A British promoter is paying Steve's way and he'll be staying with a member of the team. The teenager from Sunland, Calif. became the first American in eighteen years to be extended such an invitation. For complete Speedway details, see page 29. Assistant Editor, John Bethea, flew to Sturgis, S.D. this weekend to cover the annual bash there and came back with many interesting tales. You'll find the details on pages 16-17, as well as a report of this weekend's AFM road race on pages 18-19. (Photo by Dennis Greene.)

CYCLE NEWS
2499 Cerritos Ave.
Long Beach, Ca.
90806
(213) 427-7433

NEWSPAPER

CALENDAR

REGULARLY SCHEDULED EVENTS

ATTENTION PROMOTERS:
For Listing in this column call or write:
Tom Walsh at CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY WEDNESDAY NIGHT

FLAT TRACK & TT RACING, at Orange Co. Raceway. Take S.D. Fwy to Valencia or S.A. Fwy to El Toro road to Valencia, right to track. Gates open 6 p.m. Sign up closes 7:30 p.m. 1st race 8 p.m. 125, 250, 500 & Open Classes, Am. & Expert. ACA Sanction.

EVERY FRIDAY NIGHT

CLASS A Speedway Racing at Orange County Fairgrounds, Costa Mesa. Gates open 7 p.m., Racing 8 p.m. Free parking and programs.

EVERY SATURDAY NIGHT

TT RACING, Elsinore Rack Track. Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Cal.

3rd SUN. OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. – 3rd Sunday, Motocross–all classes, 8 a.m. prac. – 10 a.m. start. $1.00 Entry Fee – Info: (714) 247-7473 (eves.).

COURSES FOR RENT

ADELANTO T.T. TRACK

Available for club meets (sanctioned events only). Suitable for cycles and mini-bikes. Hwy. 395, 8 miles West of Victorville. For info: (213) 927-3860.

THURSDAY, AUGUST 13th

CMC MOTOCROSS at Ascot Park, Gardena, Calif. Gates open 5:30pm, 1st race at 7 pm. CMC membership and three readable number plates required.

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6pm, 1st race at 7:30 pm. Info: (213) 923-9132.

FRIDAY, AUGUST 14th

HALF MILE RACES at Ascot Park. New rooster tail track. Adults $2.95, Juniors $1, under 8 free.

SCRAMBLES by Lodi M.C. at Lodi Cycle Bowl. Entry $2 per motor. Info: (209) 368-7182.

SPEEDWAY RACING at Orange County Fairgrounds in Costa Mesa. 8 pm.

SCRAMBLES at Hangtown Speedway, El Dorado County Fairgrounds, Placerville, Calif. Limed from Highway 50 & Placerville Drive. Signup and pract. 5:30 to 7 pm, racing at 8 pm. All AMA classes. $2 to ride or watch. Info: (916) 622-0209.

SATURDAY, AUGUST 15th

SPORTSMAN SHORT TRACK at Cycle Land Speedway 14 miles south of Chico at Hwy. 99E and Gage Shippe Rd. Signup 7-7:30 pm, pract. 7:30-8 pm, first race 8:30 pm. $1.50 ride or watch. AMA sanct.

SPORTSMAN SHORT TRACK at Cycle Land Speedway 14 miles south of Chico at Hwy. 99E and Gage Shippe Rd. Signup 7-7:30 pm, pract. 7:30-8 pm, first race 8:30 pm. $1.50 ride or watch. AMA sanct.

SCRAMBLES by Feather River M.C. Practice and signup 5-7 pm, race at 8 pm. AMA sanct. Triple M Speedway, near Marysville, Cal. 3 legible number plates required. Knobbies OK-cushioned track. Info: (916) 742-7785.

HALF-MILE FLAT TRACK at Calistoga Fairgrounds. East of Santa Rosa, north of Napa, Calif. Purse $1200. Trials 7 pm, races 8:15 pm. Info: (408) 438-3210.

PRACTICE at Huntington Beach Cycle Park. MX and minis 10 a.m.-4 p.m. 7561 Talbert, Huntington Bch. Info: (714) 897-4458.

SUNDAY, AUGUST 16th

MOTOCROSS by Antelope Ramblers M.C. at Saddleback Park. All cards accepted. 3 legible number plates. Powder Puff and Mini races also. 30% trophies. Mail $3/Post $5. Mail entry to 23920 W. Carland Ave., Newhall, Calif. Entry close Aug. 11.

MOTOCROSS by Everett M.C. at Startup, Wash. Follow signs on Hwy. 2. AMA sanction. Adults $2.50, students 12-17 $1.50, under 12 free.

EUROPEAN SCRAMBLES by Crestline M.C. Dist. 37 pts. Limed from Adelanto on Hwy. 395. Novice trail bikes start at 8 am. Entry $3.25. Info: (714) 338-2918.

TRIALS by Southern Calif. Trials Assoc. and San Diego Trials Riders at San Diego.

TT RACES by Ashland Lancers M.C. at Ashland, ore. Info: P.O. Box 739, Ashland, Ore. 97520.

MOTOCROSS at Arlington Moto Park in Arlington, Texas. Admission $2.50, entry fee $1.50 for beginners, $3 for pro. Info: (817) 262-3825.

MOTOCROSS by HRA at Huntington Bch. Cycle Park. Mail entry $3 closes four days prior to race to P.O. Box FA, Westminster, 92683. Post entry $6 from 8-10 a.m. Non-members ride expert. 3 # plates. 7561 Talbert, Huntington Bch. Info: (714) 897-4458.

MOTOCROSS by CMC North at Champion Raceway in Brisbane, Cal. off US 101. $5 mail entry, $10 post. Admission $2.50. Pit passes $1. Mail entry closes 3 days prior to races. Info: (415) 682-3543.

CMC MOTOCROSS at Ascot Park. $5 mail entry to CMC, Box 1402, Costa Mesa, Cal. 92626 closes Aug. 11. Post entry $10. Gates open at 7:30 a.m.; racing at 10. 3 # plates.

MOTOCROSS at Dead Man's Point. $1 entry, $2 admission. Signups 8-9:30 a.m. 3 # plates.

TT RACES by Mesa M.C. at Southbay Speedway. Benefit with donation of $1.25. $2 entry fee. Located south of San Diego; take Main St. turnoff from Interstate 5. AMA sanct., District 38 pts.

SCRAMBLES by Los Gatos M.C. at Uvas Dam – Cycle Hills. Limed from Hwy 101. Signups and practice 9-11 a.m.; first race at noon. AMA sanct, class C traction. Admission $2.

National Championships

SUNDAY, AUGUST 16th
AMA HALF-MILE NATIONAL at Vigo County Fairgrounds, Terre Haute, Indiana.

FRIDAY, AUGUST 21st
AMA SHORT TRACK NATIONAL at Santa Fe Speedway, Hinsdale, Ill.

SUNDAY, AUGUST 23rd
AMA TT NATIONAL at Peoria M.C. grounds, Peoria, Illinois.

SUNDAY, AUGUST 30th
AMA MILE TRACK NATIONAL at Missouri State Fairgrounds, Sedalia, Missouri.

SCRAMBLES by Richmond Ramblers M.C. at Point Richmond, at foot of Girard Blvd. Pre-entries to Aug. 15 ($2.50), post entry $3. Admission $2. Sign-up 8-11 a.m., Practice 9-11; first race 11:30. AMA sanct.

MON., TUE., WED., AUG. 17, 18, 19

PRACTICE at Huntington Beach Cycle Park. MX and minis noon to 7 p.m. 7561 Talbert, Huntington Bch. Info: (714) 897-4458.

THURSDAY, AUGUST 20th

CMC MOTOCROSS at Ascot Park, Gardena, Calif. Gates open 5:30pm, 1st race at 7 pm. CMC membership and three readable number plates required.

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6pm, 1st race at 7:30 pm. Info: (213) 923-9132.

FRIDAY, AUGUST 21st

HALF MILE RACES at Ascot Park. New rooster tail track. Adults $2.95, Juniors $1, under 8 free.

SPEEDWAY RACING at Orange County Fairgrounds in Costa Mesa. 8 pm.

SATURDAY, AUGUST 22nd

TT SCRAMBLES by Far West M.C. and the Six Rivers Racing Association. Follow state signs entering from north or south to Redwood Acres Fairgrounds located at the east end of Harris St. in Eureka, Calif. Night races.

SCRAMBLES by Feather River M.C. Practice and signup 5-7 pm, race at 8 pm. AMA sanct., Triple M Speedway, near Marysville, Calif. 3 legible number plates required. Knobbies OK-cushioned track. Into: (916) 742-7785.

SHORT TRACK by Rainier Sportsmans M.C. at Rainier Rodeo Grounds, Rainier, Wash. On Hwy 507 between Yelm and Tenino. Signup 7 pm, pract. 7:30, races at 8 pm. AMA sanct. Info: (206) 446-2401.

SPORTSMAN SHORT TRACK at Heart O' Texas Coliseum, Waco, Texas. AMA sanct. Texas State Indoor Championship. Admission $2, $1 (8012), all size bikes. Info: (512) 836-2658, 472-8246.

(Continued on page 27)

By Popular Demand
I.R.E. PRESENTS

Combo-Cross Moto Prix

50% TROPHIES TO JUNIORS CASH TO SENIORS

100% COMBO-CROSS AWARDS TO ALL

"SOMETHING YOU'LL KEEP CLOSE TO YOUR HEART FOREVER."

Mail entry: $3.00
Post entry: $5.00

250 – 500 SPORTSMAN QUALIFICATIONS FOR NORTH/SOUTH TEAM
Top 3 250-500 JUNIORS will win trip to White Rock, with a 4th team member to be selected

For further information:
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Canoga Park, Calif.
(213) 348-3349

Special 100cc Junior Race
Special Dinosaur race

Aug. 16th

at Bay Mare
Directions: Take Ventura Fwy north to new Fillmore Fwy to Hwy 23, then left to Moor Park, 118 to Balcom Canyon Rd. & follow signs to Bay Mare.

Another First For CMC Thursday NIGHTS

MOTOCROSS Every Thursday

$400. purse

Pit gate open 4:30 pm
Pit gates and entries close 6:00 pm
Gates open 5:30 pm
1st race 7:00 pm
CMC membership
3 large readable # plates

ASCOT PARK
183rd & VERMONT OFF HARBOR & SAN DIEGO FREEWAYS

ROGERS BAGS ELSINORE TT

By Bob Hill

ELSINORE, CALIF. August 9, 1970 – The Gripsters really got it together this Sunday evening to put on a really outstanding night of TT Scrambles racing at Elsinore.

The Elsinore track, nestled in the foothills behind the northeast end of the lake, was in great shape and S. Rogers made the best of the favorable conditions, showing his heels to the rest of the field in the big bike Expert class event.

The smooth, fast Elsinore turn and esses must have been to Rogers' liking, as he put ground between C. Brunson and himself. Brunson brought up the number two position with C. Wheat in third. Wheat was on top during one of the three motos, but the smooth style of Robers was a little too much for the Maico man. Rogers slipped underneath Wheat on the last lap in the back straightaway.

V. Hannon was off like a rifle shot at the starter's signal in the 250cc Expert go. Hanni's fast starts and ability to really hustle, put him at the top of the division, with three winning rides. Hannon really had his machine going through the turns, holding off Danny Hockie, who grabbed two seconds and a third. Hannon and Hockie ran in close quarters for a few laps, but just when Hockie tried to overtake him, Hannon would pull away. C. Gann was giving chase to the two leaders trying to catch up. The end of the evening's program found Gann in third ahead of L. Taylor and K. Wilson.

Fast curves made for great action at Elsinore.

Riders feel the pressure of tight competition.

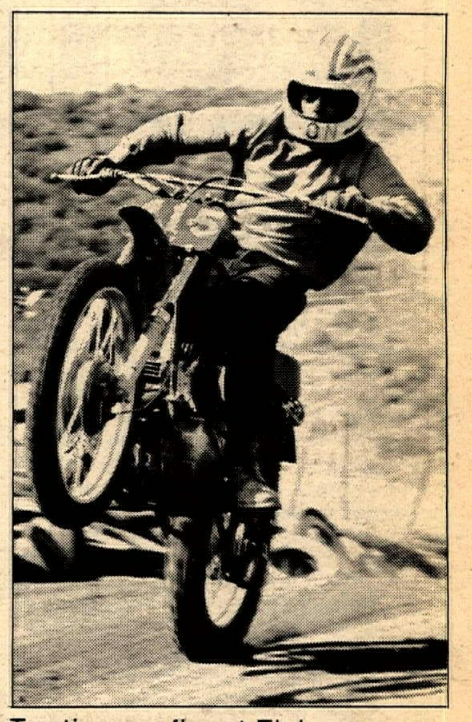
G. Anderson was the high point man in the 250 Amateur class, just ahead of the big bike class champ B. Greenstreet. Greenstreet almost slid out during the second round as he went just a bit too high and ran into some loose dirt. D. Lundberg took the checkered flag in the second moto, but failed to make a repeat performance again and settled for third overall. J. Sperry finished up in fourth, and L. Gino brought up the rear in fifth place.

The 125 Amateurs really put on an exhibition of speed and daring. D. Hart twisted, slid, and jumped his way into the number one slot in quite an impressive manner. L. Bird gave chase to Hart and might have caught him if time had not run out. J. Williams held out and went on to take third. Tudor sped under the wire in fourth ahead of S. Hyder.

The race as a whole tonight was letter perfect, well organized, and just plain fun for riders and spectators.

Not that they don't deserve the credit for putting on a truly fine show of riding, but due to the large number of Novice entries, coverage will have to be limited to the results page.

(Results on page 22)



Traction was fine at Elsinore.

They finished in just that order.

L. Taylor, finishing fourth in the 250 Exper class, came back strong in the 125-200 Amateur-Expert run off by pulling away from his competition and stretching his lead right to the wire three times in a row. Rider number 25x, D. Voll, pushed very hard to close up the gap between he and Taylor, but was never quite close enough to be a real serious threat. C. Soderstrom churned up the track, but at his best could manage but a third, leaving P. Lambert in fourth, with fifth place points to J. Lewis.

Expert rider B. Sanders walked off with a first in the opening moto ahead of R. Morrison and J. Sexton in the 100 class A second and a third in the two motos that followed, put Sanders at the top of the list in point standings, 925 big ones. Morrison out lasted Sexton to take home second place for his efforts. This left W. Whisenant and R. Sweaney to battle it out, with Whisenant emerging victorious.

The 350-500 Open Main for Amateurs rolled out onto the track and was off into the first turn in quick order. Positions were swapped from lap to lap, but when all were flagged off the track, B. Greenstreet was up on top, with T. Horton bringing it home in the number two spot. Horton rode well, but just could not get the upper hand on Greenstreet. J. Wahl took third place from J. Aventt leaving B. Bartels in fifth.

Young rider gives photographer a suspicious "eye".

cycle news

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voices

RIDERS BACK AGGIE

Dear Editor:

Here is a copy of a letter I was asked to draft and send to Mr. J.C. Agajanian on behalf of the AMA Professional riders representatives.

BRYON FARNSWORTH

Dear Aggie:

Acting in the capacity as the Professional AMA riders representatives we would like to express our feelings about the Tulare National and the unfortunate incident that took place after the race was cancelled.

First, let us make it plain that we are not disappointed with your efforts to prepare the track. Due to unforseen circumstances, the surface conditions were unfit to conduct a National caliber race on. You will agree it was in the best interests of the riders and spectators that the event was called off. We feel that you and co-promoter Harold Murrell did the best job possible with the existing facilities. We appreciate these efforts and look forward to entering future events promoted by Agajanian Enterprises.

As for the uncalled for attack on you by a number of so called "race fans"; we are deeply sorry that you were singled out as their innocent victim. The entire motorcycle racing fraternity will suffer the notoriety caused by these few ignorant misfits. If there is any possible way we as racers can help prevent a reoccurrence of this type, let us know. Senseless outbursts of this sort are the biggest threat to motorcycle racing. We want to improve our image. And with your help, and that of others like you, we can do so.

You are the leading motorcycle race promoter in this country. Your involvement and participation has been a benefit to all concerned. All of us in Professional racing need you Aggie and we are grateful for all you have done. We're sure most of the fans feel this way too.

#1 MERT LAWWILL
#2 DICK MANN
#9 GARY NIXON

REPORT QUESTIONED

I wish to inform you of the debatable interpretation of one of your reporters, Dave Smead, concerning the Simi Valley Motorcycle Club Motocross at the Oxnard Sports Festival held on July 27. In it he stated that this event was a "a sandy, unorganized fiasco." This is definitely a great untruth. I'm sure that if you confer with any member of the club, it will be pointed out to you that it was, in reality, expertly and painstakingly planned chaos.

I only wish to see credit placed where credit is due.

Thank you.

B. HATFIELD
Mission Hills, Ca.

...AND QUESTIONED AGAIN

It is not without regret that a defensive letter of this nature must be written. It gets pretty bad when a motorcycle club has to protect itself from a publication which is supposed to be dedicated to the promotion of motorcycling. This is in reference to Dave Smead's article in the August 4, 1970 CYCLE NEWS regarding our motocross event. We feel that he laid it on too thick to be within the relam of objective journalism. His mixing of half-truths with fiction to promote or salve selfish interests is considered low order propaganda. Fault finding is a no-talent occupation which we felt had no place in CYCLE NEWS.

Most certainly we did not put on a professional event. We are not professionals. We did not have, and are not likely to ever get, the profit oriented time to build a "motocross" course like Bay Mare or Saddleback. Our understandibly amaturish efforts were expended in a non-profit civic interest to make an interesting race course for interested motorcycle riders. According to the largest portion of the comments received (including MOTOR CYCLE WEEKLY) we presented a good event with no more than the usual pile of goof-ups.

So we were all pretty shocked when we read the article. By the time the epithets had settled, we had done some recollecting. It came to mind that Mr. Smead has had a "put-down" for the Oxnard people for some time. We also observed that He "got-off" at least once on our course. From that point on he apparently wanted to take over the management of the race as judged from his dictatorial haranguing of our members. A short time termination of that approach resulted in a promise to blast us in CYCLE NEWS. At least he was honest in that statement. Not so in the Jim Wilson "quote". "You either go awful slow or exactly in the same tracks you made the last lap." Also, he would have found the results not so "sketchy" had he stopped complaining long enough to ask them.

In conclusion, two items: (1) other clubs are warned to follow the Smead principles of super smooth, no-skill race course or suffer the obvious, though unfair, consequences, (2) Mr. Smead is cordially invited to our next event.

R.E. FISH, Pres.
Simi Valley M.C.

We intend to ask Dave about his threats of editorial retribution. This is a serious breach of journalistic ethics and will not be tolerated — if it in fact exists. In the meantime it might be well to remember that is is extremely difficult to be completely objective about something that you are personally involved in, whether that involvement is as promoter or racer. It would be very nice to be in a position to hire people solely to report on races but we are not: we must rely for the most part on competitors who will write reports for us. A certain lack of objectivity is one of the inevitable tradeoffs....Ed.

HONDA STOLEN

I would like to make an appeal to all motorcycle riders and their friends to help me and my 10-year-old son, Charles, locate and recover his 50cc Honda Scrambler that was stolen July 29 at Riverside. The frame number is 224998. This bike is of great sentiment to us since Charles started racing TT with it at the age of eight. $50 reward for the recovery of this bike is offered. No questions asked. If you have information which would help us, please call at (213) 632-3844.

ALVIN SUMMERS

Geboers In Inter-Am

LA MESA, CALIF. August 10, 1970— Inter-Am promoter, Edison Dye, today announced that he had received an entry for the Inter-Am series from Suzuki factory rider, Sylvain Geboers.

Earlier, Cycle News had quoted a spokesman for Suzuki as saying that Geboers, along with fellow works riders, Joel Robert and Ole Petterson, would compete in a new series of AMA National motocross championships to be held at the same time as the Inter-Am.

Apparently, Robert and Petterson will still compete in the AMA series. Both events will begin in the middle of October and continue through the first part of December.

L. Palmgren Wins Mile

LIVONIA, MICH. Aug. 10, 1970 — The big eighteen star non-national mile run outside of Detroit did not draw the star-studded field that had been anticipated, Sunday. In fact, Cal Rayborn was the only representative from the West Coast. Other national plates in evidence were those held by riders from the east or local area, such as Larry Palmgren, Bart Markel, and Jack Warren.

Palmgren won the Expert final, riding a Triumph kitted to 750cc. Finishing second was Illinois Expert Roger Reiman, losing ground to Palmgren after having led the early laps. Next was Bart Markel, causing some smiles and lifted browd with a fast ride on his 1969 KR. Fourth was Cal Rayborn, looking smooth in his first important ride after having broken his wrist at Loudon.

Amateur winner was Harley-Davidson mounted Rex Beauchamp.

Wade Quits Greeves

LONDON, ENGLAND—Bryan Wade has ended his seven year association with the Greeves factory to become a Husqvarna works rider, it was reported by England's Motor Cycle News.

Reportedly, Wade picked up his new bikes last Wednesday from British Husky importer, Brian Leask. According to the paper, Leask said last Monday that "Husqvarna says that if Bryan can get on the 250 grading list for the world championships, they will try him on one of the factory's special grand prix bikes."

The move comes after weeks of tension between Wade and Greeves. He was angered by a series of breakdowns, and the factory was unhappy with the way he openly made his views known.

Wilson To Ride Maico

LOS ANGELES, CALIF. — Jim Wilson, one of the top motocross riders in the country, will start riding a Maico in the 125cc class, according to Frank Cooper, West Coast Maico distributor.

Cooper said that 19 year old Wilson may soon end his ties with Greeves distributor Nick Nicholson and start riding Maicos in the 250cc and 500cc class.

Hopetown Is On

LOS ANGELES, CALIF., August 10, 1970 — Hopetown, 1970 will be held! And, according to the Dirt Diggers M.C., sponsors of the event, it will be better than ever. The course will be changed to run through the town and, to lure spectators into the town, the saloon will be open and operating. There will be an exhibit and a curvacious bunny-type "Miss Grand Prix."

The date will be November 7th and 8th with entries open September 15th. Entry blanks will be mailed to all previous competitors and will simultaneously be published in the papers. Entries postmarked before September 15th will be penalized one day. Entry fees in Sportsman Classes will be $10.00 and will include admission for the rider, one other adult and two children.

Classes will be the normal lightweights on Saturday and heavyweights on Sunday but there are a couple of oddities: Powder Puffs will run Sunday this year and there will be an International "Exhibition" for professional riders. This event will be open only to riders with professional licenses from the various sanctioning bodies (A.C.A., A.M.A., C.M.C., F.I.M. etc.). There is a $2,500 purse for the pro event with $1,000 going to the winner. Negotiations are currently being held for the appearance of some of the more important foreign racers.

The Hopetown race is already considered a classic, partly because of its wide variety and the fact that Torsten Hallman's first visit included a ride at Hopetown. The great spectating opportunities also contribute to its appearl, but nothing can adequately explain its great appeal. Like Catalina and Big Bear, it is THE race to ride. Better get your entries in early: there's not enough spots to go around.

Kenyon, Rice New Duo

CUPERTINO, CALIF.—Amateur Al Kenyon has been given the go ahead to ride the rest of nationals on Jim Rice Equipment. Kenyon was one of the fastest riders clocked during practice at the Tulare Fairgrounds and he was mounted on Rice's spare.

That could be a real unbeatable team for the BSA factory, as young Kenyon would round out the team as an excellent rough track rider.

GARDENA, CALIF., August 6, 1970 — Rich Thorwaldson was the man on top of the 500 Expert class at Ascot this week. Rich rode his big Metisse to victory, handing defeat to second place Greeves mounted Jim Wilson, and Jim West, who romped around the course into third. Tim Hart and his Montesa topped Gary Bailey in the 250 division, with West coming up third in this event ahead of John DeSoto and Jim Wilson. Gary Bailey outscored the competition in the 125cc class. Bryar Holcomb was second and Greg Cunningham on a Yamaha finished third. (Report and photo by Bob Hill).

The American Trials Association held a non point event at Saddleback this Sunday, with Richard Blescoe (not pictured) taking top honors on his Bultaco, losing 52 points. All riders rode three laps around the nine trap course, which many described as "extremely difficult". Ninety riders were on hand for the event, more than had been expected because of the heat. Bledsoe was followed in by Bob Nichelsen and Kevin Walker, both Bultaco mounted. Danny Kiedrowski took the honors in the Amateur class, while Jeff Koskie ended up on top of the Novice heat.

Mike Boros of Trevose, Pa., on his way to victory in C/D competition at Cecil County Dragway on July 19 in Rising Sun, Md. The event was the second National of the 1970 season for the American Motorcycle Drag Association, with nearly 200 bikes vying for their share of the more than $2000 in prize money. Top Fuel saw Dennis Reed aboard a H-D qualify in the No. 1 spot at 9.38. In the last round of time trials, Al Vieiro of Boston, Mass. went through the traps at 158 mph in a speed wobble. He lost control and crashed less than 50 yards past the traps, killing him instantly. He is survived by his wife Rose, and one child. Mrs. Viero is expecting another child, and the AMDRA has asked that anyone wishing to help the family, send contributions to the organization at 17 Hillside Rd., Levittown, Pa. 19056. The next AMDRA National is in October at Atco Dragway. (Photo by Images Unlimited.)

This is it.

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Bobcat

- Fold down high rise handle bars.
- 3 inch travel in the front forks.
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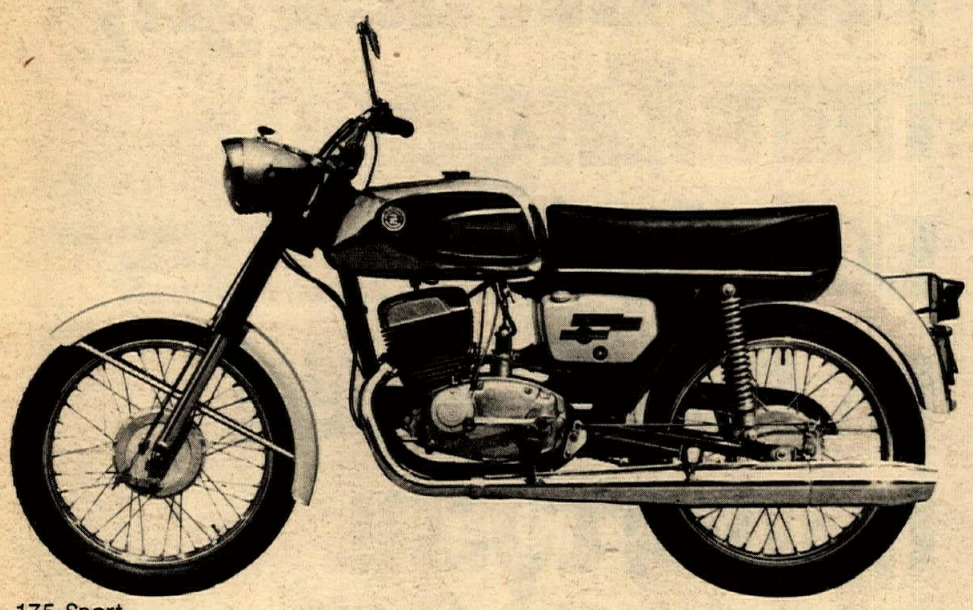
Bobcat mini-bikes & parts available immediately.
Dealer inquiries invited.
Frank Wheeler, 659 W. Lancaster Blvd., Lancaster, Calif., (805) 942-2312

Honesty that would make George Washington blush.



175 Sport
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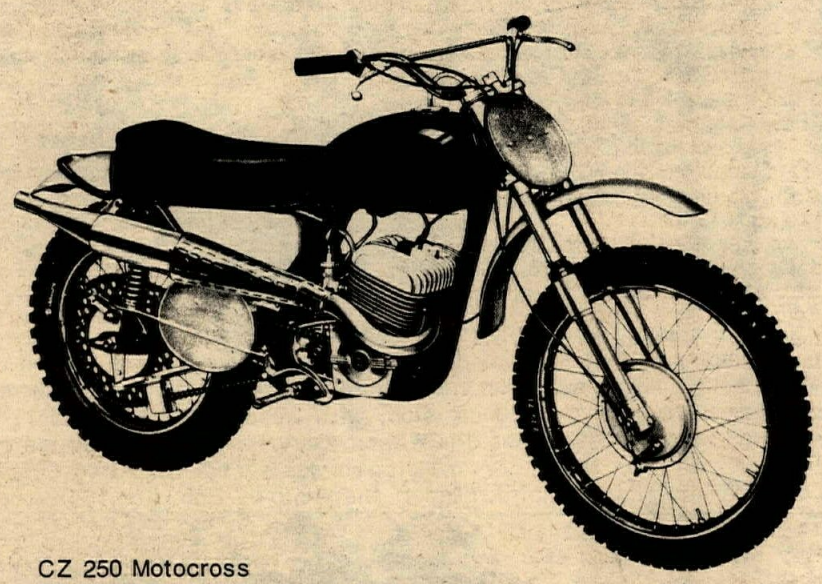

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ASCOT TT TO MARK

By Maureen Lee

Photos by Eric Raits

GARDENA, CALIF., August, 1970- Advertising for the August TT at Ascot Park fell behind its usual standards and a lot of fans were apparently in doubt as to whether there was a race, as shown by the smaller than usual crowd.

The regulars filed in early to watch pre-race preparations, such as Bob Bailey and Mike Haney sitting side-by-side cutting their tires as well as last minute tuning activities.

Eddie Mulder qualified for the pole at 34.40 followed by Mark Brelsford (H-D) at 34.40. First the two amateurs to make up the trophy dash were John Hately, with the seventh fastest time of 47.05, and Terry Dorsch (Triumph) at 47.46.

The track was new for National Champion, Mert Lawwill, who was looking for a back-to-back win after his performance at the flat track the night before. He had to drop out of his heat when his rear chain came off, and had to make it to the Main the hard way, from an outside row two start in the semi.

As they lined up for the Main there was a lot of guessing as to who was going to win, although Lawwill was the favorite. Eddie Mulder's triumph had shown tremendous power in his heat, as well as in his victory in the Trophy Dash. Aldana Van Leeuwen, Berry, and Haney also had more than a fighting chance as the flag dropped and they roared into the first turn.

Mulder was in front, followed by Brelsford, Van Leeuwen, Berry, Wilburn, Aldana and Lawwill. Tightly bunched, they were in the tight lake turns just a short time later, when Lawwill starting to move up, hit the rear wheel of the rider in front of him, and did a classic highside, hitting the track with stunning force. It was quite a while before the champ was up on his feet as the field was blackflagged. Lawwill made it under his own power to a seat in the pits an glommily watched the remainder of the main, which still had plently of surprises left. This time Mulder started in the third row and Lawwill's teammate, Mark Brelsford proceeded to take the lead. In the following laps the riders really made it a good one to watch, giving fans a busy time of following the riders move on up through the pack. Mulder really got moving and made it up to second but not before working around Aldana in the third spot and Van Leeuwen in second.

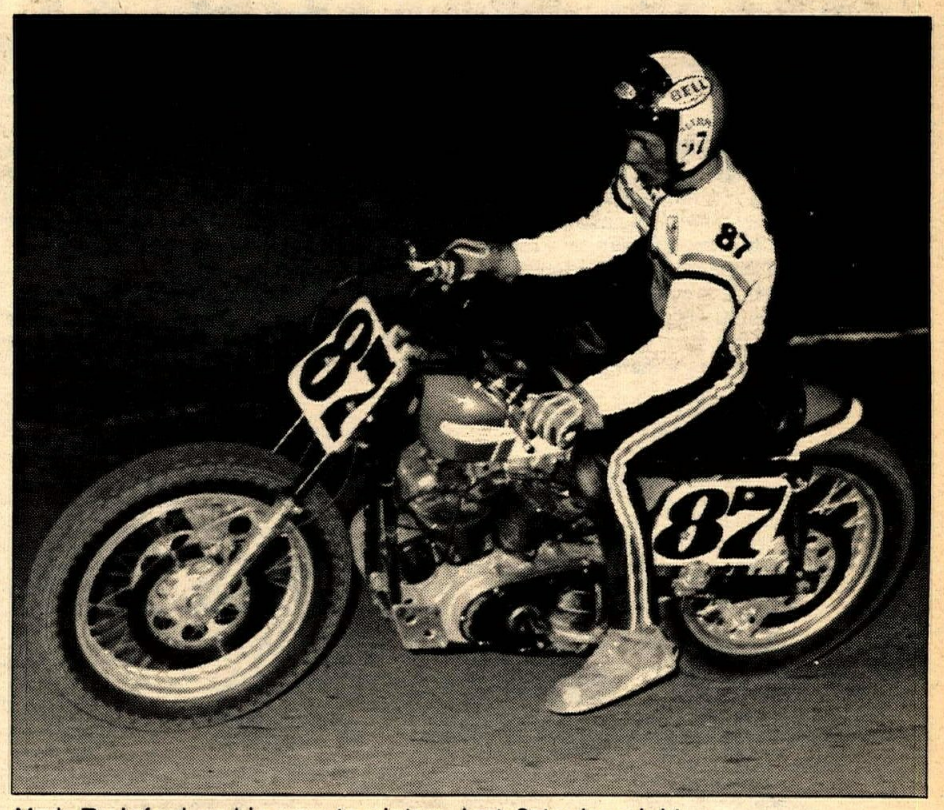
Misfortune then started hitting riders again. Aldana's Beezer broke in as he landed after the jump, when the oil return pump quit working and he headed for his pit. Brelsford was just breezing along happily way up front with Van Leeuwen a bit behind. Mike Haney (Triumph) was keeping his cool holding well to the groove in fourth place as Tom Rockwood on another Triumph did a bit of sliding around, trying to pass for the fourth spot.

Mulder finally saw his chance and took the second place from Van Leeuwen by going underneath, coming out of the half-mile turn. But on lap eleven smoke began coming out of his exhaust and on lap 14 one piston blew on the straight, with a blast the whole stands could hear. The cliffhanging didn't stop, though, as Van Leeuwen's bike began stuttering. But by careful riding, he hung on to keep his second, as Haney was far enough back with not enough time for him to make an all out challenge before the checkered flag.

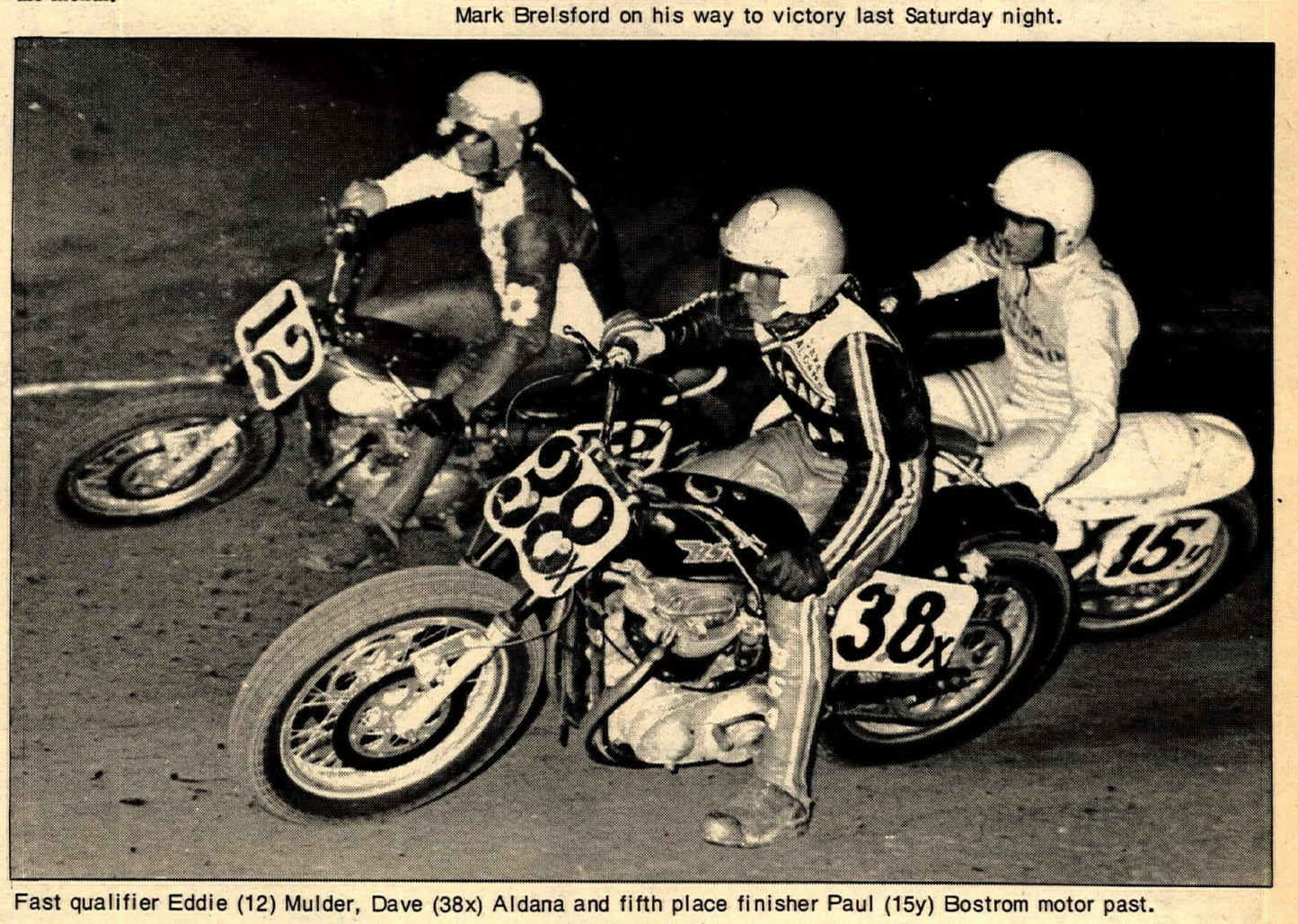
There was a blackflag stop in the Amateur main, too, when a three bike pile-up on turn one occurred. Terry Dorsch really showed them the way home and the race more or less turned into a procession around the track, although a good ride was turned in by John Hately who often starts out slowly until all of a sudden he's right in there. Although he moved up quickly through the pack he wasn't in contention to pass Dorsch.

The Novice winner
who transfered directly to mai
who transfered directly to the main in the fastest novice heat on his super fast Montesa. Roberts, who is the point leader looks just about unbeatable, and although Yamaha-mounted Carl Byers put on a good try, he couldn't take the lead.

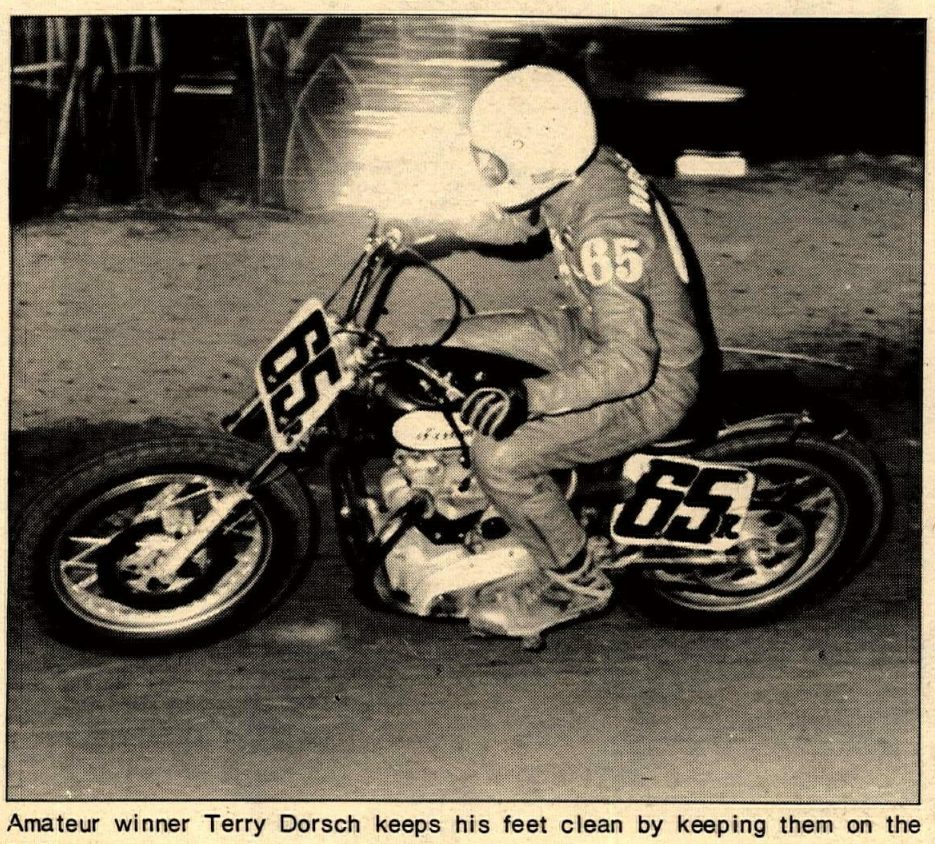
The next Saturday night TT will be September 12th, the second Saturday of the month.



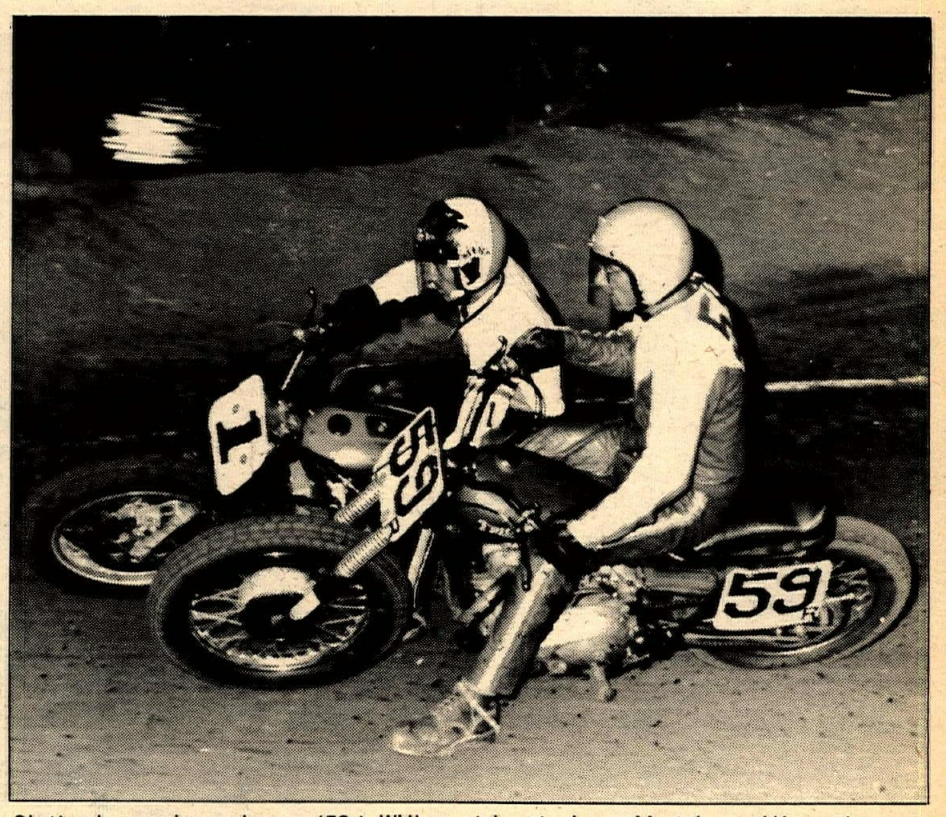
Mark Brelsford on his way to victory last Saturday night.



Fast qualifier Eddie (12) Mulder, Dave (38x) Aldana and fifth place finisher Paul (15y) Bostrom motor past.



Amateur winner Terry Dorsch keeps his feet clean by keeping them on the pegs.



Sixth place winner Larry (59r) Wilburn tries to keep Mert Lawwill on the outside.

MINI BIKES AT SADDLEBACK

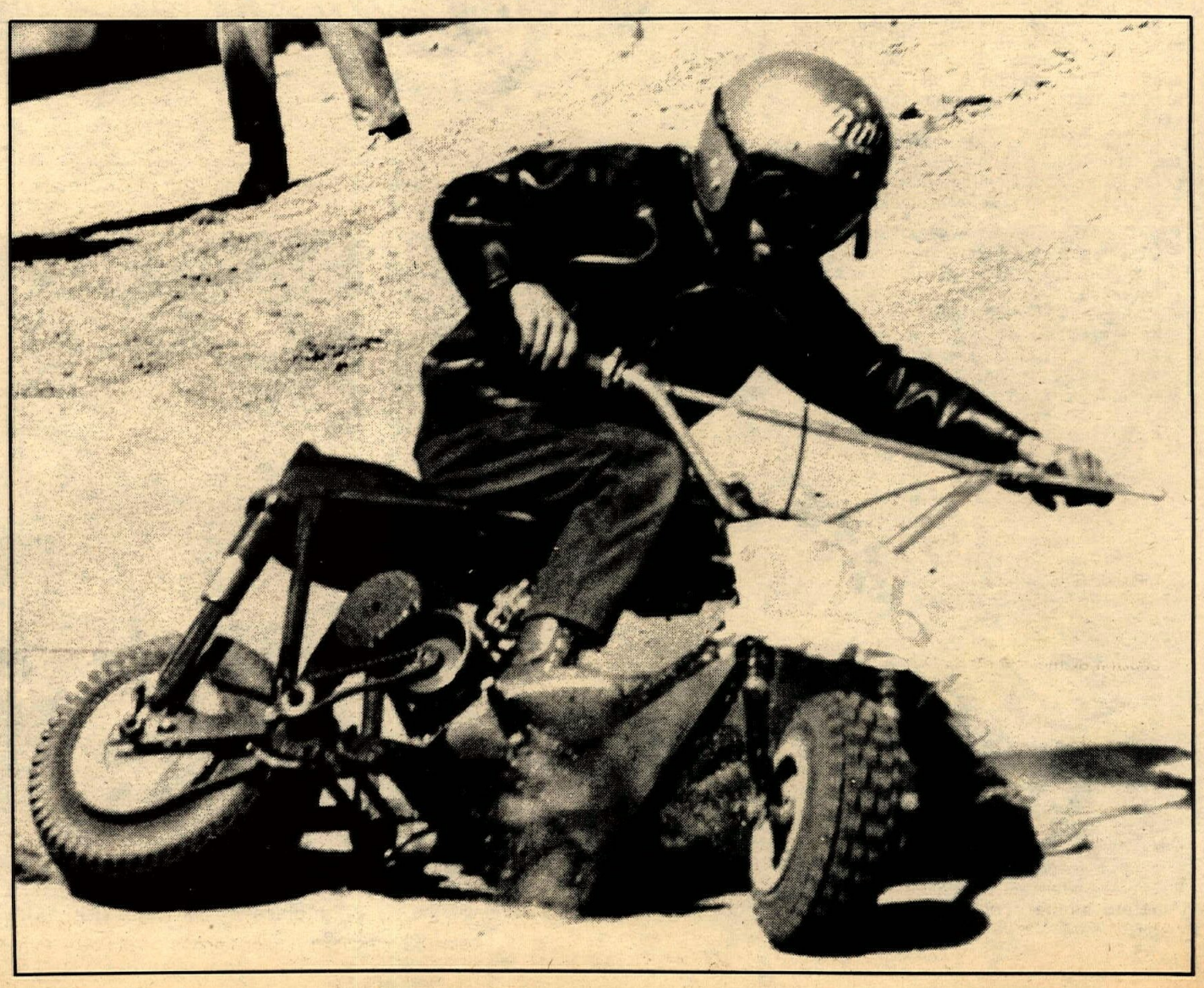
Story and Photos by Dennis Greene

SADDLEBACK PARK, CALIF., August 9, 1970 – When the first weekend of each month comes around, the kids get to put into work all that they have learned the past few weeks riding at the special area set aside for them here.

Although they may be small, their spirit is large.

It may be too soon to say this is where the big guys got their start because mini bikes have not been around that long. But you can see right away that they are learning how to ride...and win.

All this monthly competition, as with the big bikes, leads up to a national. The mini bike national this year will be sponsored by the SCMBKA at Saddleback Park, Dec. 5 and 6 with more than 150 riders expected to compete.



Martino Takes Jump Over Thorwaldson

By Dick Wright

RED MOUNTAIN, CALIF. Aug. 9, 1970– For lots of desert riders, this past weekend was just great for surfing. The temperature on the desert was a scorching 110 degrees, while it was a pleasant 70 on the beach. Beer, bikinies and boards seem mighty tempting when you know the metal parts on your bike are going to be too hot to touch and if you fall off you might be par-boiled before you can find shade. But die-hard desert riders can't be disuaded by such arguments. They know there are points up for grabs and if they don't get them, their competitors will.

Since the Sidewinders Hare Scrambles was a point event, that's where they were. All of them. Thorwaldson, Martino, Morgan, Clark, Byers the whole bunch. They hoped it would be short, nice easy loops that would give man and machine a chance to survive. But no such luck. Thirty-five miles per loop and not much of it was easy. The run to the smokebomb was virgin territory and farily steep uphill. The big bikes had things their way for a change. First to the bomb was Dave Lewis on a CZ, who was really wailing and enjoying, but he was being pushed hard by Whitey Martino, Husky-mounted Checker who is currently Numero Uno in the desert.

From the smokebomb the riders dropped into a narrow wash where it was single file and look-out-who-you're pushing-buddy. Some riders managed to scoot across the hillside and avoid the traffic jam but others with less luck or skill found themselves unnecessarily pushing over the steep little hill.

For those who didn't like the sandwash there were some real neat razorbacks with sharply sloping sides. "Not bad enough to get you killed, but you could spend a long time getting your bike out," one rider observed.

From one check up on top of Red Mountain you could look straight across about five miles and see the pit area. Lovely view. But not many of the riders stopped to appreciate it. Most have learned the hard lesson about sightseeing while racing: Don't! One rider who apparently didn't learn his lesson well enough, left his Van-Tech lying in widely separate pieces, neither of which contained the engine. Neither rider nor engine were anywhere to be seen.

It took about 50 minutes for the first riders to make it back to the pits and Martino was first in, followed by Mike Patrick on his fast Yamaha. Casualties were already starting to mount. Thorwaldson was out. He crashed into some rocks and bet his machine. Jack Morgan, scourge of the little bike set, seized his Hodaka and limped into the pits. Other riders, wishing they had opted for the surf, just quit.

The second loop was just about like the first, except that somewhere along the line something happened to Mike Patrick, but nobody seemed quite sure what. Martino was still in there running strong and he took first. Second overall and first 250 was Bob Paxton on a Yamaha. He was followed by Tom Smith on a Tracy-tuned Husky. Dave Lewis, CZ, and leader at the smokebomb was in fourth. Whitey Gregory, running one of the new A.J.'s was fifth. To this point, all except Paxton were 500 Experts, but 7th spot was an Open Expert, Doyle Fields on a Triumph. Skipping a few spots, first 250 Amateur was Greg Winkle on a Yamaha in 12th overall. Art Knapp, on another Tracy-tuned Husky was first 500 Amateur in 16th overall.

Novice class winners could not be determined by press time, with the exception of the 125 class Novice, who was Wayne Cook on a Yamaha. First 125 Expert was Eric Jenson on a Sachs. First 125 Amateur was also undetermined.

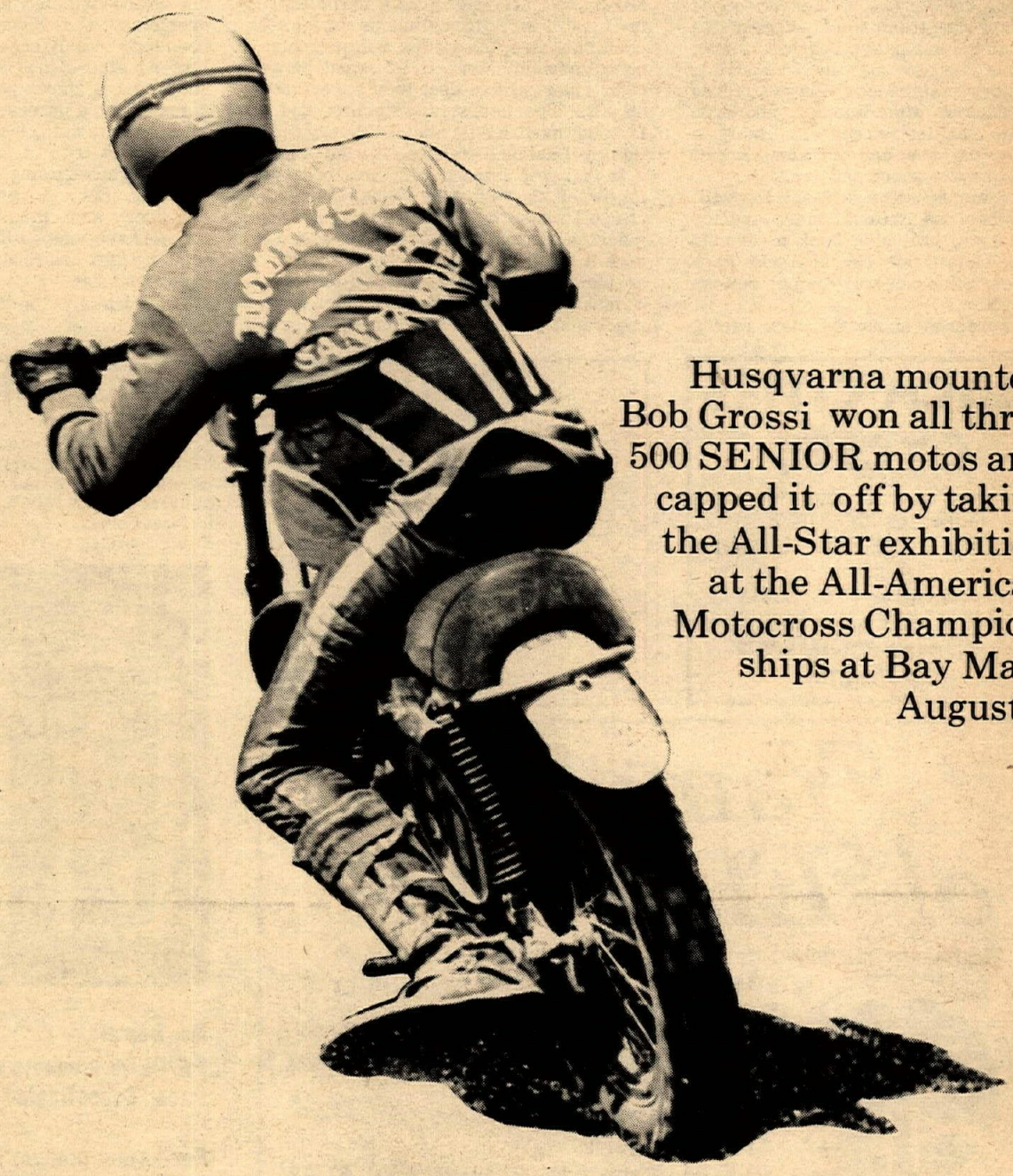
In the trail bike class, Terry Clark took the lead at the smoke bomb and never relinquished it. As his little Harley came smoking through the pits on the first lap, he had already established a good lead on second place man, Mitch Mayes, who was also Harley mounted. Mayes however was out at the end, and it was Rich Marks on a Hodaka in second and Cordis Brooks, also on a Hodaka, in third. First Trailbike Amateur was Randy Milligan also on a Hodaka.

This makes Terry Clark's sixth win. Looks like maybe Terry wants Number One red plate next year. When Terry was asked about the course he said things like "Neat," and "Bitchin". His only rough moment occurred at the smoke bomb when his engine faltered briefly. Loosening his gas cap cured the problem (a stopped-up vent) and he continued on his way to win. Whitey Martino's comment on the run way, "It was a good run but I really had to work hard." That comment seemed to typify the feelings of most: It was a good run, but fairly tough, well marked and well organized. The Sidewinders, hosts of the run, wish to acknowledge the assistance of The Sandblasters M.C. and Rescue Three, both of whom contributed much to the success of the run.

(Results on page 22)

Rear View.

This is the way the other riders see Bob Grossi and his Husky.



Husqvarna mounted Bob Grossi won all three 500 SENIOR motos and capped it off by taking the All-Star exhibition at the All-American Motocross Championships at Bay Mare August 2.

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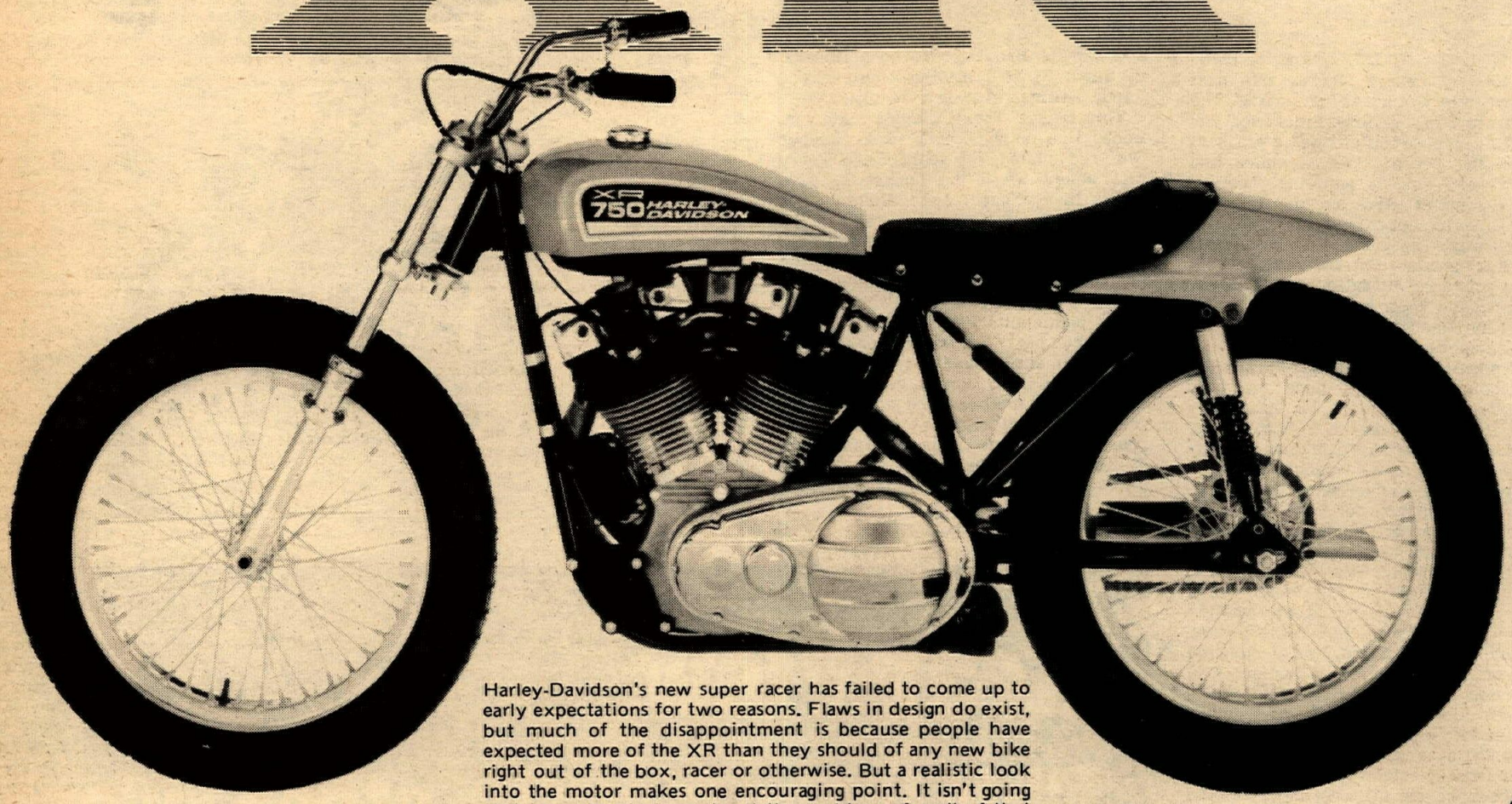
TEXT AND PHOTOS BY ED YOUNGBLOOD

XR



Harley-Davidson's new super racer has failed to come up to early expectations for two reasons. Flaws in design do exist, but much of the disappointment is because people have expected more of the XR than they should of any new bike right out of the box, racer or otherwise. But a realistic look into the motor makes one encouraging point. It isn't going to take a decade to sort out the problems, for all of that was done with the KR, and much of it will apply here.

Text and Photos by Ed Youngblood

Of the new XR, Harley-Davidson's production racer, a piece of factory literature states, "All you do is add gas, oil and one rider, anxious for winning." However, the results of the XR's short history on the track would suggest that the winning combination is not so simple. Riders of the new machine – including the factory team riders – have suffered one breakdown after another, and even when the machine is running reliably, it appears that gas and oil alone aren't enough to make it competitive.

For example, witness Mert Lawwill, the number one National rider and top Harley man, switching back to the old KR flathead in his recent Ascot Park victories, after several dismal outings on the XR.

We wondered about the new racing bike's failure to come up to expectations, so we found one that we could "get into," seeking possible causes for the less than winning ways of the XR. The photographs and statistics in this article are from a machine that was purchased in Milwaukee, brought to Ohio, and promptly torn down. Its cylinders have not contained fire, except for a few minutes on a dynamometer. It is owned by an Ohio rider with a decade of experience on KRs, Sportsters, and Sprints, and it is being modified by one of the very good Harley-Davidson tuners in the East.

It is being treated with care because its owner knows that more than mere gas and oil must be added to any racing machine. He knows that there is really no such thing as a stock production racer – at least not a truly competitive one. Yamaha (with the RR2) and Norton (with the Manx) probably have come as close to such a beast as anyone can, but nothing will win right out of the crate. If it does, you're not riding in very fast competition.

And that brings us to an important point we would like to make before launching into technicalities. Harley-Davidson is not to be indicted for all of the XR's problems. The XR's performance has been said mainly because too many hapless Amateurs (and a few Experts who should have known better) thought they actually could purchase a super racer in a box. As we said, there's no such thing, and that is true of any manufacturer's machine, advertising literature notwithstanding. But unfortunately for Harley-Davidson and themselves, too many people have jumped into the 1970 season thinking they had found an easy way to the checkered flag.

Theoretically the XR's performance can be considerably boosted by a wholesale shedding of excess weight, and believe us, there is plenty to be shed. Basically, this dieting is what is being done to the machine we studied. Few goodies are being installed, for the owner and tuner want to take one step at a time, first convincing themselves that the machine will run reliably and powerfully when properly prepared.

Two results are hoped to be achieved by trimming pounds from the XR. First, a lighter bike is easier to muscle around the track. But more importantly, an engine with less reciprocating weight will rev up quicker, reach its power range sooner from an idle, and consequently be more manageable in the rider's hands.

It is in the XRs reciprocating parts that Harley-Davidson has let very unracer-like iron slip by. Some weight reductions are questionable (they may

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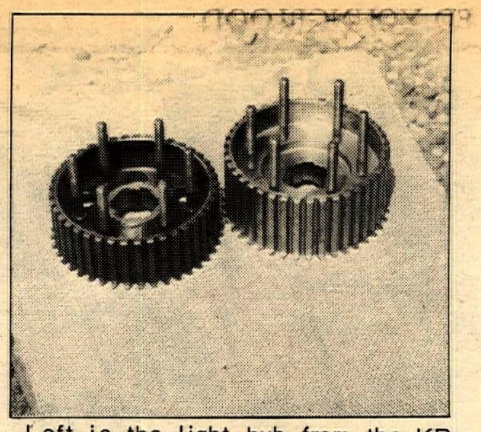
sacrifice reliablity for performance) but some can and must be accomplished. One very important change must be made in the pistons. The Offenhauser slugs that come in the machine are wholly unsatisfactory, and piston failure on the track bears this out (Remember Daytona and Kent, Washington?). They are such massive, heavy chunks of metal, it is not likely that any amount of lightening will improve them.

Left is the replacement Sportster piston. Right is the stock Offenhauser part that is too heavy even after radical lightening. Much of the Sportster's skirt will be removed.

The machine owner cooperating with us drilled metal out from under the crowns of his pistons. He drilled until his tuner judged them lightened beyond any limit of reliability and he still considered them entirely too heavy. The solution these people are trying begins as a Sportster piston.

Right out of the box it is a half ounce lighter than the radically drilled XR piston. We can't say what a stock XR piston weighs, but the lightened one we saw tips the scale at 12-3/4 ounces. On the other hand, the stock Sportster piston weighs 12-1/4 ounches, and almost a full inch of its skirt will be removed, and it too will be drilled before it is mounted on the XR rods. That's going to result in a mass that is several ounces lighter than stock pistons, and when several ounces are started, stopped, and started



Left is the light hub from the KR clutch. Notice the thickness of the area where the studs are mounted on the stock hub on the right. It is far too heavy.

again more than 7000 times a minute, they amount to a great deal of inertial weight. Besides, compared to the Sportster piston, the cast aluminum Offenhauser item is a sadly executed chunk of ore, and rather carelessly finished.

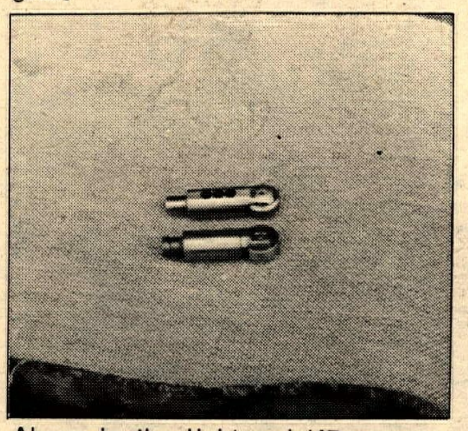
To hold our lightened, forged Sportster pistons on the rods, we fish into an old KR and swipe its lightened wrist pins. These little numbers – believe it or not – each weigh a full ounce less than the stock XR items. By now we've removed nearly a quarter pound of upper-end reciprocating weight.

Continuing on toward the lower end, our tuner next decided to scrap his XR tappets in favor of the KR parts. Porperly prepared KR tappets are lightened, their tops are radiused to encourage oil drainage, and they have a flattened side that acts as an oil groove. However, here is one part where the XR version is potentially superior. We discovered that the stock XR tappet weighs exactly the same as the lightened KR tappet. Therefore, when it is properly drilled and machined for oil flow, the result should be a part much lighter than the KR counterpart.

Next, a major modification is carried out on the rear intake cam gear and shaft. This does not concern lightening, but it is a modification that has proven its necessity in the KR motor. In the stock XR all camshaft ride in ball bearings except the rear intake cam. This rides in a bushing, and for a racing motor the bushing should be removed and the shaft turned down to accept a bearing.

Now we move to the left side of the motor where literally pounds of iron can be removed from rotating parts that limit the rate of acceleration. Here, however, our tuner considers the modification necessary rather than ideal. The clutch hub and clutch drum that come in the XR are massive chunks of metal. They alone would make the motor sluggish, but again a solution may be lifted from the KR. XR hub and drum may be replaced with KR parts, and immediately several pounds of rapidly spinning mass are eliminated. However, the KR drum holds a five-plate clutch, and there is some doubt that it will be an adequate substitute for the XR's seven-plate clutch. This is why we say the solution is not ideal. Better performance should result, but so should a higher rate of clutch destruction. The ideal solution would be a new and lighter hub and drum made from aluminum for the seven-plate XR clutch, but at present none is available.

When you get your primary drive all put together, you can remove a full ounce from the primary sprocket nut alone. The stock nut weighs 2-1/4 ounces. When cut down to 1-1/4 ounces, there still is plenty of area for your wrench jaws to grab.

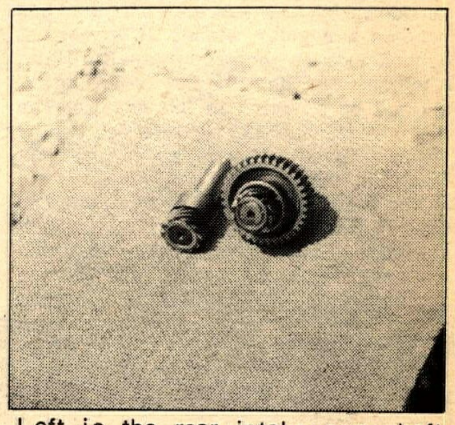


Above is the lightened KR tappet. Below is the stock tappet from the XR. Notice the radiused top, flat side, lightening holes, and radiused roller on the modified part.

That takes care of some of the reciprocating weights, so as you assemble the motor, you take the grinders to the parts that increase overall weight. You may remove a half inch from each cylinder stud without doing any damage.

All of the heavy iron bolts on the frame should be replaced with aircraft-type aluminum bolts. These can be as much as 70% lighter than the bolts that come on the XR.

Finally, now that your bike is lighter and running freer, you must modify the transmission to get that newly-found power to the ground. The stock Sportster

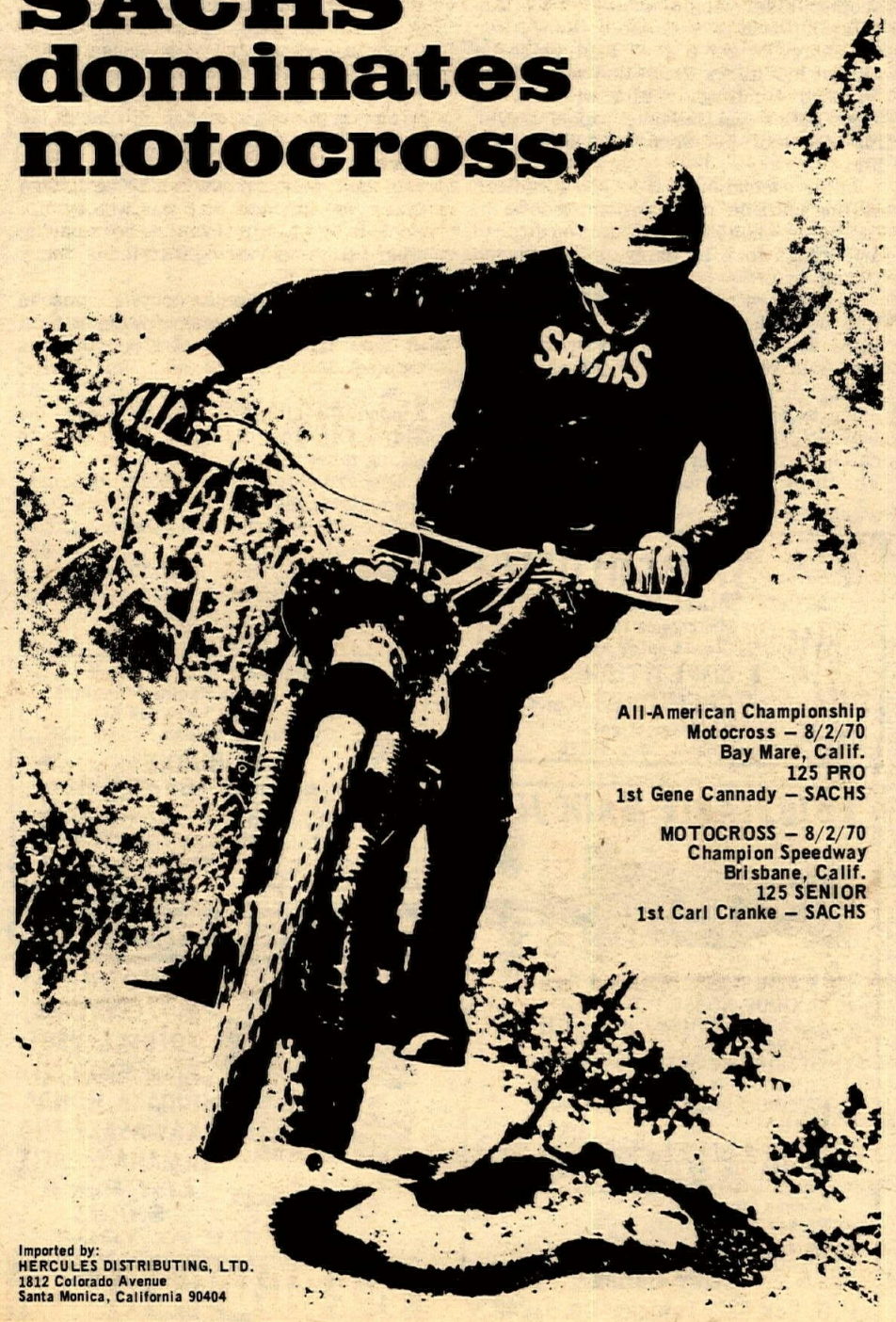


Left is the rear intake cam shaft minus the drive gear. The thick area where a bushing rides will be turned down and have a bearing fitted like the KR part on the right.

cogs that come in the XR simply don't provide the proper ratios for half mile racing. This box – and the pistons – are areas where Milwaukee can be accused of cutting the corners too sharply in order to reach the 1970 season with the required number of bikes. Again, simply do what they should have done: rob your KR.

That piece of factory literature we mentioned at the first of this article also states that the XR is "...destined to rival the KR flathead in frame." We don't think this is mere advertising bull. In fact, we don't doubt it. However, let's reflect upon the number of hours that went into the KR. That fabulous racer was a result of hundreds of people working over a period of 15 years. We should not expect to deny the XR the same patience and attention.

SACHS dominates motocross



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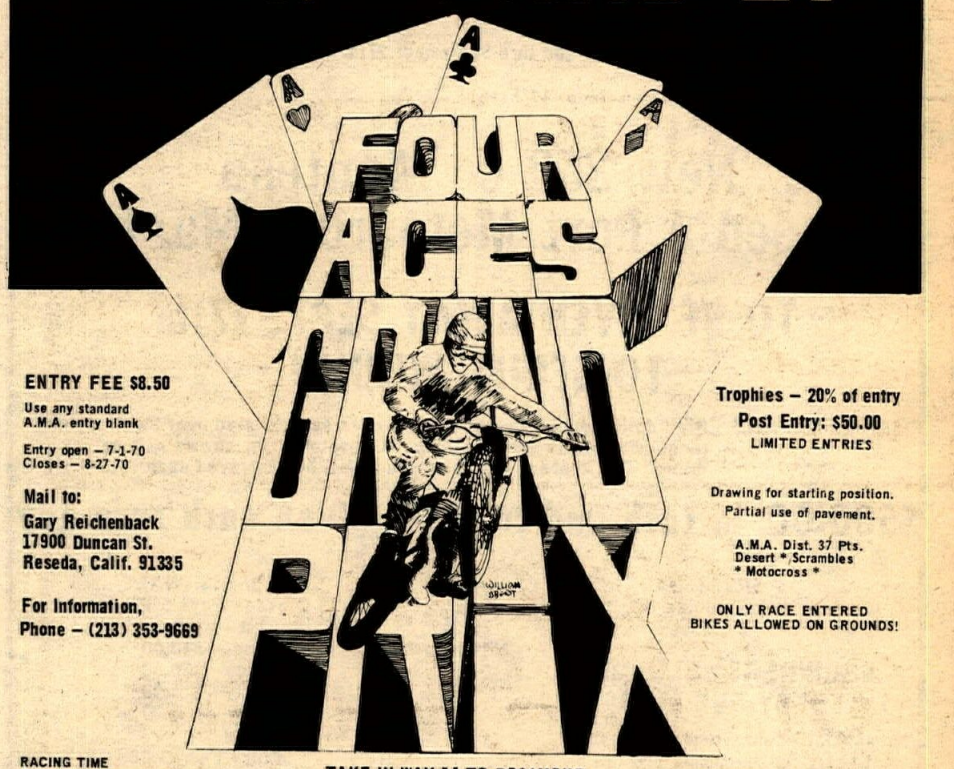

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GOOD DAY AT BAYMARE

By David Smead

BAY MARE, CALIF., Aug. 9, 1970 – There was good racing at Bay Mare this weekend. In the two moto bash, Fred Joehnck and Steve Allen tied for top honors in the first division of 125 Novices. They both rode like they deserved to be first so it's only fair to have a tie. The second division of 125 Novices was put down by Steve Armstrong who has become a regular winner at Bay Mare. Second man in the group was Jim Hale. Another familiar name, John Egizi, showed up as third in the results. The third division of 125 Novices fell behind Kevin Porter. Never far behind was Don Armstrong.

Ron Rakisits, a new Amateur, put it on the 125 Seniors when he charged to a first and third. Bruce Baron led the first race but crashed. In the second race he rode upright for the win to get second overall. Lon Peterson, on "vacation" from the Army and still nursing an injured leg, managed a fifth overall. One more year and he will be a regular again at the races.

The 250 Novices, Division I were shown the way home by Jim MacDonald. Mike Plunkett got the most out of the lessons, a second. The second Division was won by Joe. Scarber. Joe Bonnello was second.

The 250 Seniors put on some DeSoto type action. John and Ron held drill on the troops. The result would have read DeSoto, Ewing, DeSoto but Ewing got disqualified for pit racing.

The Open Novices were given the Mike Renno message. He looks like one of the fastest Novices around. N. Hudson made a good attempt at staying with him and was second.

The 500 Seniors were treated to some more DeSoto. John won both races easily.

After conducting a motocross school on Saturday, John DeSoto stayed over to capture the 250cc class on Sunday.

Sidehacks were a big thrill for spectators at Bay Mare.

Some of the fiercest racing of the day occurred between John Rice and John Maynard. Maynard managed to stay ahead last in each race so he took second honors.

In the Sidehack bash it was Jack Moffitt and Nick Sateros all the way in both races. Bob Moffitt and Mike Wall had a little tougher go to nail down second.

Bay Mare Cycle Association put some teeth in the no pit racing rule. Here is the list of disqualified pit racers: Bob Ewing, – 19, Ron Jones – 625, John Webb – 380m, Paul Roady – 805, Numbers 255 and 552 also made the list. Course cutting disqualifications were: Gino Bayle – 814m, Larry Krueger – 391, and Bill Kelly – 331m. All disqualifications were made by the District 37 referee.

We've avoided the bad news as long as possible. First – there is no more all night camping at Bay Mare. It appears that certain parties are drinking, acting obnoxious and setting off fireworks. Those certain parties were said to have included some teenage girls and Walter O'Dell, owner of the land at Bay Mare. If this is the case, it seems a little inconsistent to blame this trouble on the riders as was done at the riders meeting. In any case the edict is, "No more overnight camping."

(Results on page 22)

Large Turnout At Perris

By Elaine Jones

PERRIS, CALIF., August 8, 1970- For the second week in a row bunches of bikes and spectators turned out at Perris to see a good evening of TT racing.

Skip Gallagher had more hard luck as he won the Second Division of 250cc Novices. The first moto saw him and another rider tangle coming off the line with Skip ending up on the bottom. After a restart he got a good lead which he almost lost at the finish line when Terry Stanford came after him with all the stops pulled and Gallagher, looking over his shoulder the wrong way didn't see him.

In the second Moto it looked like clear sailing until the final lap coming down the back side when Stew Cox came on through and things got a bit hairy as they played "bump car."

In the third moto Cox was first off the line with Stanford second and Gallagher third when things got rough again. Stanford slid out in the top of the esses and Gallagher right on his back wheel had no place to go but up and over, which he did, leaving Terry unhurt. Skip went on to catch Cox and get it home for the win. The three put on some first class riding but next time they may not be quite so physical about it.

Rex Saten took the First Division of 250cc Novices and Nate Ezell got back to his winning ways as he won the Third Division of 250cc Novices with three first places going away.

Frank Novotny won the 50-100cc Novice Class on his baby Greenstreak. Donnie Curd was second and Marc Jones on hhs Suzuki stayed in there for third.

Jeff Coleman and Bob Farmer both Kawasaki mounted took the wins in the Second and Third Divisions of 100cc Novices.

In last week's results a 100cc Novice Class was missed that was won by Jim Pool. It was his first win and he is having a hard time convincing his friends. Sorry about that Jim.

B.J. Hayden who has come so close in the past couple of weeks came home first in the First Division of 125cc Novices topping Larry Cook and Jon Wells.

James Sisco got home first in the Second Division and Jim Kline took the Third Division of 125cc Novices each taking three wins for the victory.

Richard Sweaney a seldom visitor to the night races came out to test the front end he just put on his Kawasaki and found it worked just fine as he rode to a very smooth victory over Rob Morrison and Paul Lambert in the 100-125cc Amateur-Expert Class.

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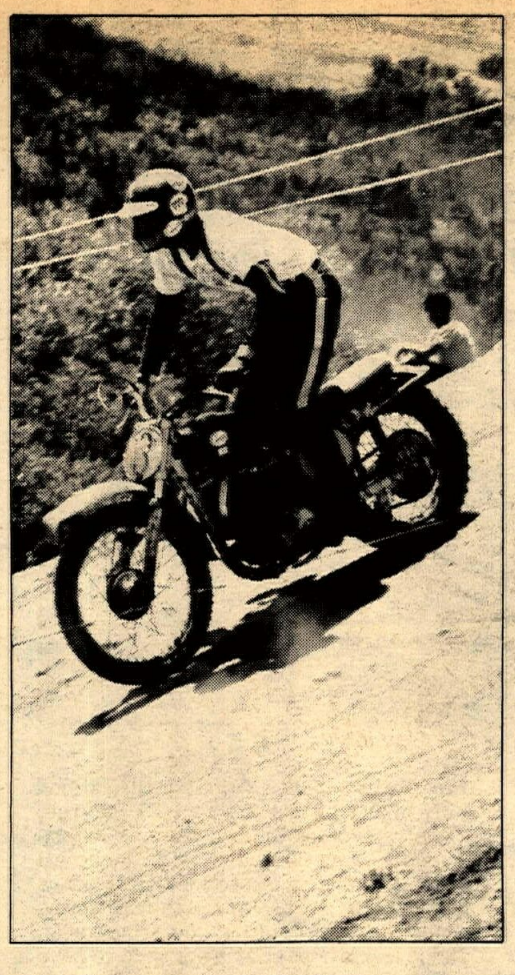


Wilson Rides To Victory

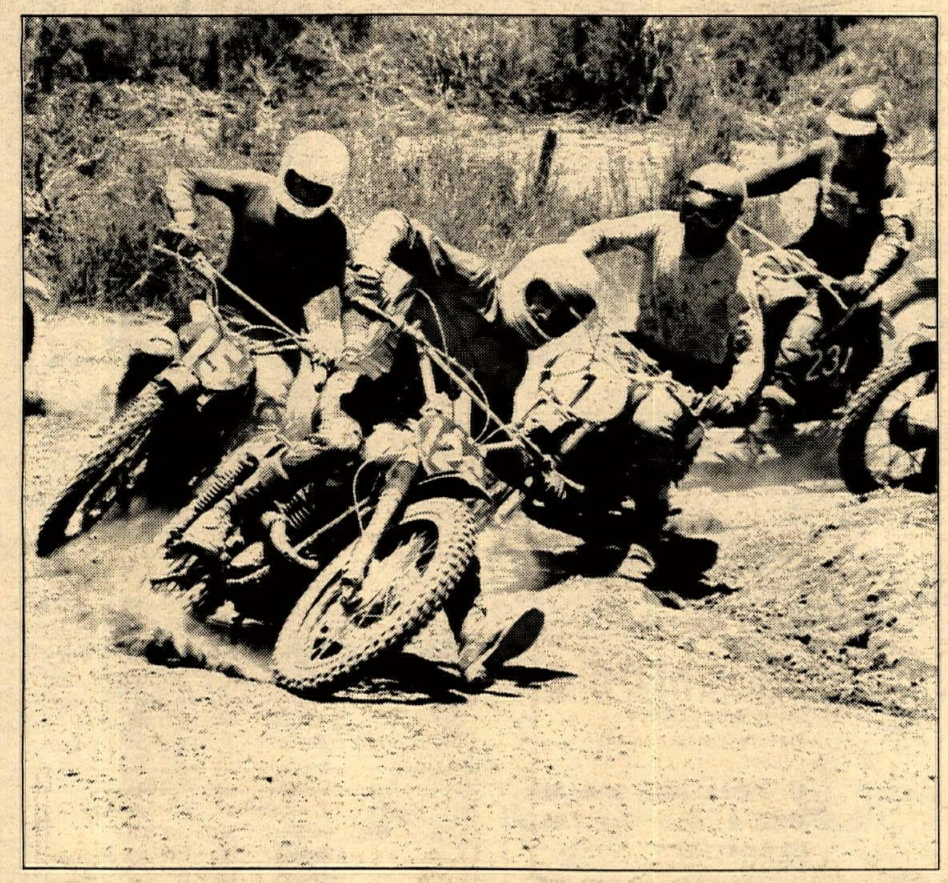
CARLSBAD, CALIF. August 9, 1970 – Greeves rider, Jim Wilson, rode to victory in the 250cc and 500cc Expert classes at Carlsbad raceway Sunday, but not before a tight battle with Maico mounted, Pat deBenedetti.

In one of the more spectacular races of the day, Wilson and deBenedetti engaged in a wheel to wheel duel in a 500cc moto, with the Maico rider pulling off a victory by only inches. Wilson won the other two motos for overall victory in the class.

290 entries were on hand for the once a month CMC event at Carlsbad, and although one rider was taken to the hospital, there were apparently no serious injuries.

Travelling motocross professor, Gary Bailey was on hand, after conducting school the previous day at the race track. Throttle problems and a collapsed front wheel caused Bailey's retirement for the day.

(Results on page 22)



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First Scrambles Thrown At New Alviso Facility

By Bill Spencer

ALVISO, CALIF., August 9, 1970 – The Eastside M.C. put on its first scrambles at its new facility at Alviso Speedway and it had to be called a success.

The seldom used race track is a natural and with time will develop into a terrific race facility. The overall work by the club insures itself of continued success.

John Gennai took home the 250 Expert honors, with Jim Foley second and John Green third. Foley's staying ahead of Green keeps the overall points for the weekend even and the overall points race even tighter.

Bob Scally kept everybody honest throughout the Main with his great ability to slide the banked corners. Scally held off Derek Olsen and Rick Hocking for the distance.

Dale Jones survives the massive onslaught of 250 Novices to take home the brass at the Eastside's first home event. If and when the track is widened it will take the place of many tracks used currently.

Pat Brown led the battle for the 200 Amateur from start to finish and Sonny Kenyon's cycle teammate Dan Cosio held off the other competition for a second place.

Owen Golway put on another fantastic display in the 100cc Amateur and beat Ron Hayano and Jim Costa in doing so.

The 15 lap 650 Expert Main Event appeared to be a run away for Bob Scally, who easily won his heat. Scally took his Triumph off the pole easily and led Bill Flett and Bob Boaz around for over half the distance. Scally appeared to have missed a shift toward the end and Flett was right there for the pass. Flett went by Scally for the last lap with no difficulty and Boaz hung on for third.

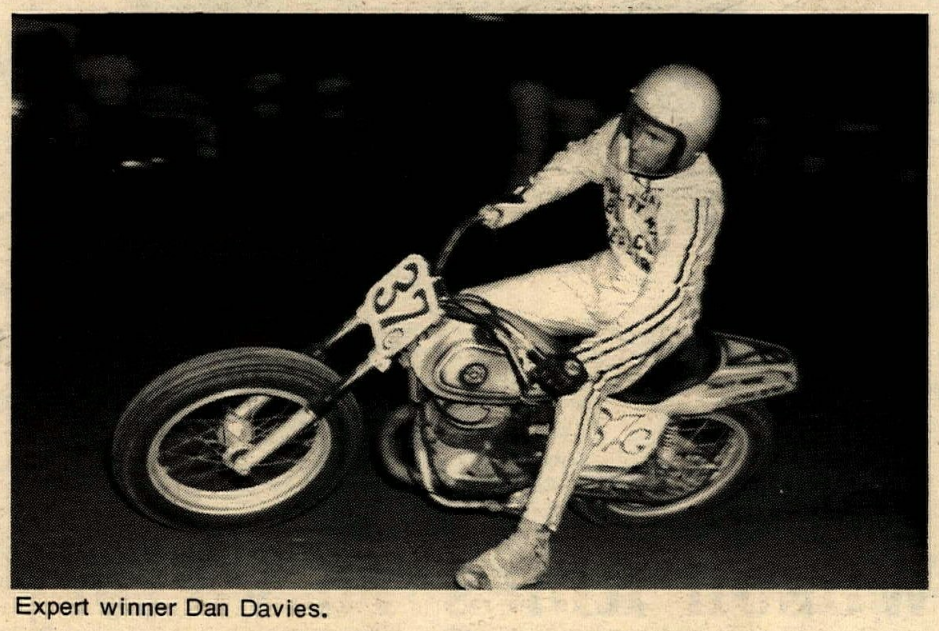
Craig Godwin ran away with the 650 Amateur Main over Roy Geddie and Mike Sarandria.

Jackie Jensen rode his C-Z to the checkered in the 500 Main over John Green for his first Main Event win in quite some time.

In the 500 Amateur Main Larry Schultz kept up his determined winning ways with Charlie Ivie taking the second place honors. This is Ivie's first time back in the trophy box after a year's layup with a bad leg.

(Results on page 22)

CYCLE NEWS NORTH



Expert winner Dan Davies.

Green Grabs Two Wins

By Bill Spencer

LODI, CALIF., August 7, 1970 – Sacramento's John Green rolled up two big wins tonight to clinch the high point trophy in both the 250 and 500 class. He will go into the last 250 Expert race Friday, with a 10 point lead on the district #1 rider, Jim Foley. Green's lead in the 500 class is considerably smaller, only 4 points, but his competition, Vic Sloane, is on vacation and won't ride.

Some of the other point races are considerably closer as in the 174 where Craig Michie, and Kermit Kiser, are separated by only one point and I'm sure the race will be a great one.

The 650 races will also be decided at the last as Larry Lane and Jim Morrill are tied with 14 and Mike Sarandria is only one behind.

Bob McChesney needs two points to win the 200cc division and with his win last week he should have little problem. The man who is currently leading in points is Rick Hocking. Rick had four main event wins here before jumping upon the 250 class.

The action of the night was centered around the 250 Expert Main. Green led it off and ran away as some of the hard chargers had problems getting through the pack.

Mike Renslow was one of them and he really gave it all he had. Stan Anderson was another and he appeared to have a trophy won but pushed just a little too hard and got wide. Jim Foley spent most of the race behind Bruce Teixeiro who was third, but Jim got by at the last and only lost two points on Green toward the high point of the year.

In the 500 Expert it was only a little different for Green as Jim Conway shot out in front for a short time. Conway had done the same in the heat and nearly held off the hard chargers for the win. In the Main, though, Greens Montesa did the thing coming out of the sweeper.

Larry Schultz rode as if he were determined to win the 500 Amateur Main but Gary Comphel had different ideas and dialed Schultz in for the checkered.

(Results on page 22)

MX Staged In Oregon

By Larry Ulrich

BEND, ORE., August 2, 1970.-The Cascade Motorcycle Club of Bend sponsored the fifth of ten motocross events. These events take place every three weeks, three miles west of Bend on the Shevlin Park road. The August weather made dust control difficult but the club made the most of their water truck and vision was good on most of the track.

John Schwendener of Ashland Oregon was overall winner of the 125 Class; he won the first and last moto and took second in the second moto on a Sachs. Rick Limbeck of Redmond, Oregon, also riding a Sachs, took second after being sidelined for many months by an injured arm that he hurt last season.

Randy Limbeck, Maico, again ran off from his competitors in three out of three motos in the 250 class. Garry Seeley aboard a CZ managed to get ahead of Randy in the second moto but could hold his lead for only two laps.

Owen Belmont of Portland, won all three motos for an overall win in the Open Class.

Short Track Returns To Chris Beck Arena

SANTA ROSA, CALIF., Aug. 8, 1970-The Sportsman short track riders returned to the Chris Beck Arena in Santa Rosa Saturday night for the fourth meeting there of the year.

Dan Davies from San Anselmo topped the Expert Class wire to wire on a smooth dust free, tacky track. For the pack following Davies, the competition was keen. On lap two, the rider order following Davies was Bill Stockham, Russ Powell, James Thompson, and then Rich Faria. Lap four the first three positions had not changed, but Faria was moving up. Lap 5, he momentarily moved into second with Bill Stockham sliding to fourth and Russ Powell in third. Lap six Powell was second with Faria third and Stockman fourth. Faria recovered second from Powell on 7. The finishing order was Dan Davies (37G), Faria (X), Powell (30G), Stockham (46G), and Ron Davies (39G).

The point lead remains tied between Robert Cummings of the 100cc class on a Moto-Beta from El Cerrito and Tom Fleming of the 125cc class on a Harley-Davidson from Santa Rosa. Both riders now stand at 1200 points each. The next point race at the Chris Beck Arena will be on September 12th and again on the 26th of September.

Sweeps Scored In Team MX Race

ZILLAH, WASH., July 26, 1970--Dominance was the order of things at the River Ridge Association's first team motocross as a three moto sweep was scored by the winners of both classes.

The 103 riders were divided into only two classes; under 250cc and over 250cc and each two-man team was required to ride three 45 minute motos around the fast and challenging course by the banks of the Yakima River.

Norm Kopp and Jim Pomeroy set the tome of things right off by winning easily in the first moto of the big bore class. Their pair of Yamahas were never seriously challenged in that or the following two motos as they went on to an overwhelming victory in the relatively comfortable 80 degree weather.

In the under 250 class, which was open to such potent beasts as a 200cc Bultaco, Hodaka rider Jim Noble won all three motos without the benefit of a partner. Jim looked pretty frazzled when it was all over but went like the dickens on that speedy little Super Rat to a well-earned overall win. The Sachs team of Gary Holloway and Marc Jones pulled in for second place ahead of Brian Bathrop on a Bultaco and Dick DeVore on an American Eagle.

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Ron (83q) McCready leads Gary (80F) Cooper in the 250cc Amateur class.

Marx Edges Crews For Win

Photos & Story by James W. Shipley

WILLOW CREEK, CALIF., Aug. 1, 1970 – A lot of new riders were out Saturday night for the TT Scrambles put on by the Trinity Trailsters in Willow Creek. Before the heats started there was a brief moment of prayer and an announcement that all the proceeds from the race would be given to the widow of the late Don Turnbull who died last week in an auto accident. Don who had had a motocross track on his own property and had been an Amateur before he retired from racing was a regular in the pits, helping his son Randy and anyone else who needed it. He will be greatly missed.

Due to the large turnout there were three semi-mains held, the first in the 100cc Novice class was taken by Mark Lagarra who fought hard to keep ahead of second place rider Tim Corrigan. The second semi-main was the 250 Novice event. Ron Scott was first, Steve Fike was second and John Morrison was third. The last semi-main was a 251cc-Open Novice in which Randy Turnbull fought hard all through the race to hang on to his early lead, only to be passed by James Ryan in the closing laps.

There was more action than usual in the small bike events because more out-of-towners showed up to compete. The 100cc Novice was touch and go all the way for Kirk Fator with David Ford right behind him looking for an opening.

Tim Herman went into the wall pretty hard during the 125cc Novice but he got right back on and somehow got around two bikes to come in second behind Pat Richter.

John Fry who had won both the heat and trophy dash in the 250cc Amateur was knocked out of his second place position in the main when his coil fell off. In front of him was Steve Benson who went on to take first with Gary Cooper and Ed Thayer in hot pursuit. All three of these fellows have just started racing again after being out from three to four years.

The 250cc Expert was a close race all the way with Harvey Crews right on the tail of Whitey Marx who kept his lead to win. Whitey started racing in 1967 on a Honda 90 and quickly became a top rider in the 100cc class. Before his first year was over he had become an Amateur. In his second year he was sponsored by Honda of Arcata on a 250 and quickly advanced to Expert. That year he was one of the first to ever beat Gordon Kuhnle. Whitey was out for the season last year after breaking his collar bone in the first race but he's back now and doing great.

The Hurst brothers, Bob and Gary, top Experts from the Redding area, were here to compete. Bob rode in the 250cc class and Gary in the Open Expert class. Harvey Crews took the lead at the start and built a comfortable lead, leaving Hurst and Knutson to battle it out for second. It looked like Hurst had it till he missed a shift and Knutson got around him. They finished out the race in that order, Crews, Knutson and Hurst.

The next race at Willow Creek will be held on September 5th.

(Results on page 22)

Cranke Wins Again

By Bruce C. Young

PLACERVILLE, CALIF. August 8, 1970– This weekend the races went off smoothly, with three motos being completed at the night's end.

Carl Cranke was the big winner by winning two Sr. classes and placing second in the third winning $110 for his efforts.

The first moto to the line was the first Div. 125 Jr. with Jim Dieu on a Sachs an easy winner of all three motos. The second Div. of 125 Jr. was won by Steve Postoni on a Sachs, Steve won the first two motos and finished second in the third moto

Next was the 125 Sr. race won by Cranke of Cycle Speed Eng. winning all three motos with Jay Carter right behind him.

The first Div. 250 Jr. race was a runaway by Gary Ceragiola of Carson City, Nev., an easy winner. Bill DePrato had bad luck in the first moto and finished second overall. Second Div. of 250 Jr. was won by Mike Rowlett with Doug Nelson finishing next.

The 250 Sr. race was the best race of the evening with Brad Lackey, Cranke and Phil Jacobson dueling in all three motos. Lackey won the last moto with a crowd pleaser by pulling ahead of Cranke in the last 50 feet of the race to get the flag first.

Next came the Open Jr. Div. I with Ceragiola winning for the second time. He was pressed hard by second place Marvin Helzer in all three motos. The Open Jr. Div. II was won by Don Malley who won all three motos easily.

The final race of the evening was the Open Srs. with Cranke winning all three motos. This class had about twelve Sr. riders so Cranke had some hard competition all through the night. Lackey finished second and Jacobson was third.

All in all, it was a good night for racing. Starting Aug. 22 there will be a motocross here every Friday night with races starting at 7:30-8:00. Jrs. will be given trophies and cash will be paid to the Sr. riders.

The promoters, Hurst & Hinds, have set up a real good track and everyone had a good time and stated that they would come back next race so be sure and be here, it whould be a real boss race.

(Results on page 22)

Packed House Given Action

By J. Noffsinger

CHICO, CALIF. Aug. 1, 1970 – Wow? Action on the spectacular side was abundant and present in every heat and main event at Cycleland Speedway. Standing room only was again in affect, and some 90 riders put on a show which will long be remembered at this track.

Dick Turner riding a 250cc Triumph in one Handicap heat pushed out of the south corner, got good bite out of the track, and then found himself on his seat in the middle of the track with his bike laying about 15 feet distance in two parts. The bike had snapped off down the middle, and the engine somehow was still running. Dick cooly reached over and pulled the spark plug wire. He watched the remainder of the evening's races from the grandstand.

Jim Hubbard riding his Yamaha in a heat of the 200cc handicap raced across the finish line on his back. One of his spectacular wheelies got away from him and he went all the way over at about 50 m.p.h.

The 250cc Handicap and Scratch Mains were put away by Jim Crenshaw and his Bultaco. However, David Vefferdo (Bul) after a long absence was back, and in form, and really pushing him in the Scratch Main.

At one time in the 200cc Handicap Main three bikes tangled and required a little muscle with a crowbar to separate them. Mike Hardy (Bul) from Sacramento finally rode to a well deserved win. John Grant (Kaw) ran first off the line and first to the finish in the 200cc Scratch Main.

Rollen Eschew (Kaw) from N. Highlands simply gets better and better, and won both the 100cc Handicap and Scratch Main.

As mentioned before, Cycleland Speedway offers an exciting show; however get there early to get a seat. Standing up during the course of the evening is hard on the feet.

(Results on page 22)

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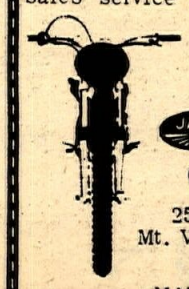

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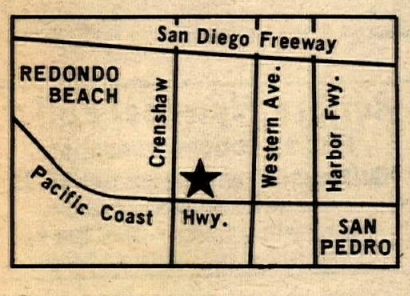

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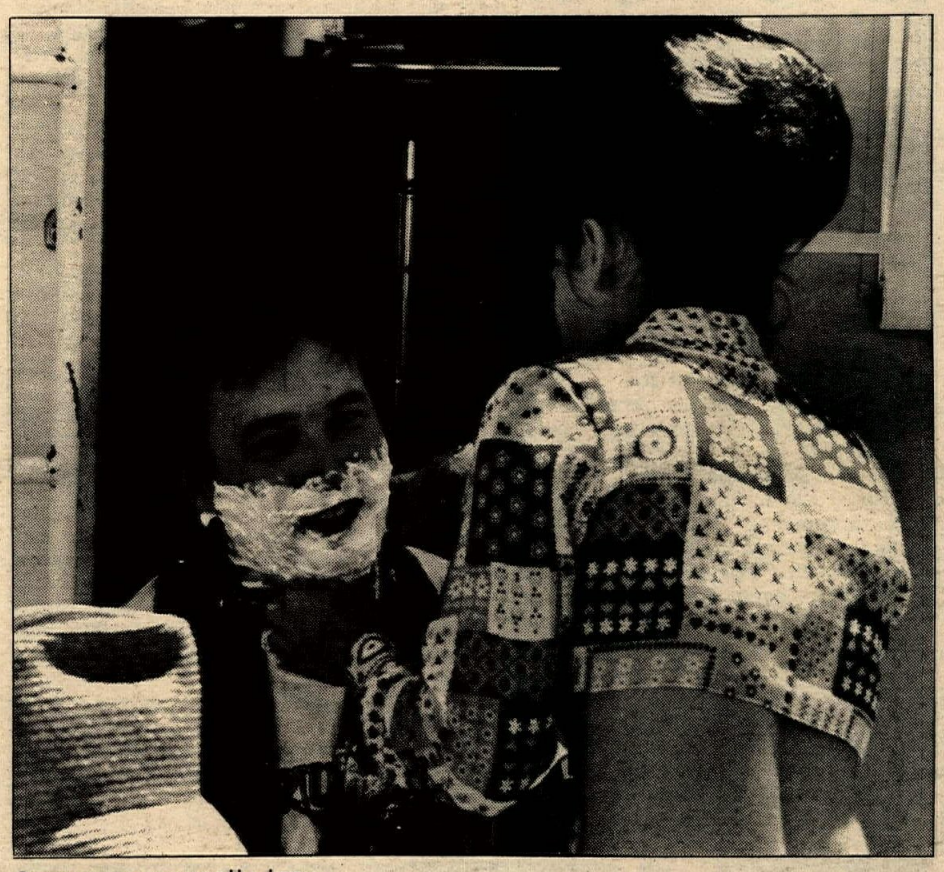
Climb enthusiast attempts the cliff with street lights. An unidentified spectator decided to make his try at the hill climb.



Some guys are really lazy.

USA's

Story and Photos by John Bethea

STURGIS, SOUTH DAKOTA, August 9, 1970 – They came from coast to coast to this small town at the foot of the Black Hills. It was early Monday morning when the first began to pull into town, and many missed the two on-off ramps on Highway 90 that linked this town with the rest of the Midwest.

But, by Tuesday evening, the city limits were packed with thousands of these motorcyclists. The only park in town had turned into a campground with tents, campers, pickups, and vans with imitation lean-toos sprawled everywhere. The streets were so thick with cycles that Marlon Brando would never be noticed.

The city officials, however, were not up in arms over the "invasion". In fact, neither were the city residents. Instead, all welcomed the groups and individuals with open arms.

If this all seems unbelievable – a daydream – consider it fact. For this week, this typical town had turned atypical for the 30th time in its history. This week, Sturgis, S.D., had become "Cycle City, USA".

The festivities began Wednesday with a 175 mile tour of the Black Hills, beginning sharply at 9 a.m. and ending late in the afternoon as the stragglers slowly pulled back into town. Another tour group went out Thursday, but this time in another direction covering an equal amount of ground.

That night, the first of many races was scheduled to begin, but the 90 degree temperatures were quickly cooled as a thunderstorm, Midwestern style, rolled over the area.

This resulted in making a beautiful Friday morning for the Hill climb as several thousand spectators and participants took in the action. Less than 100 yards away (and before the climb was finished) the sportsman motocross events began with the track so full of machines that Evel Knievel would quiver over. But, Friday's events went off smoothly and without incident or accident.

When it is said they came from all over the nation, Saturday and Sunday was when it really became apparent as the half-mile and short track professional races got underway with National Point Standings leader Dick Mann grabbing the first place money in Saturday half-mile. Also on hand were Chuck Palmgren, Neil Keen, Al Urich, and John Issacs.

In the Amateur races, San Diego's Rich Holly had complete command of the track. Not only did he win easily the half-mile Amateur final both days, but he also produced the fastest time trial of

(Continued on page 32)

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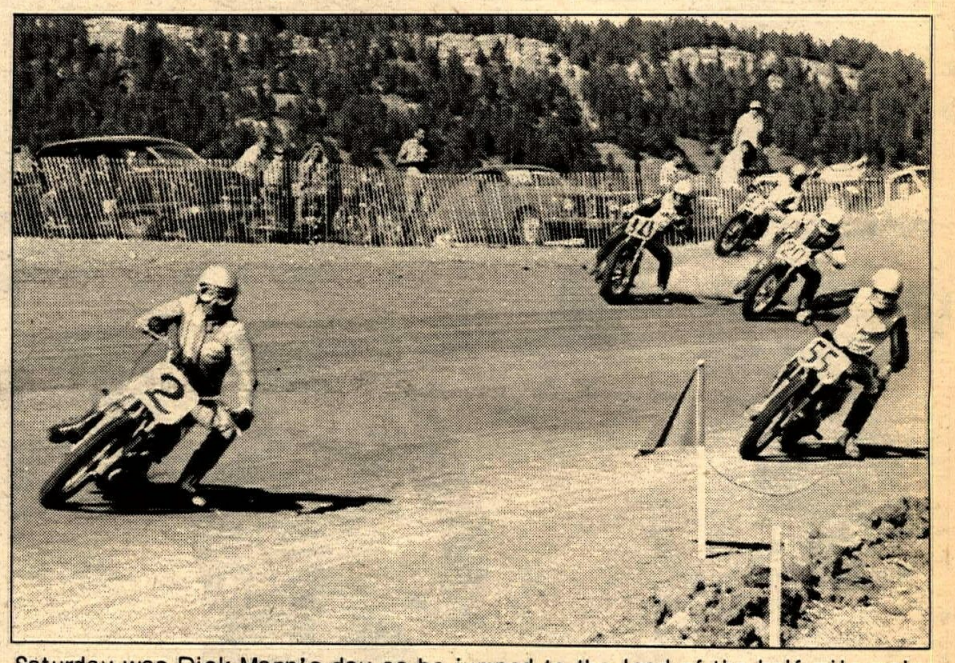
Biggest Small Town-Sturgis

Steve Nichols came from California to take first place in the 100cc class in Friday's motocross races.

The top of the Yamaha Racing Team truck was a perfect vantage point for many of the spectators.

Dick Mann takes breather under the hot sun.



Saturday was Dick Mann's day as he jumped to the lead of the half-mile main and never relinquished it. Keith Johnson (55v) from Seattle, Wash. finished second and Neil Keen (10) third. Sunday, Keen won with "Buggs" second.

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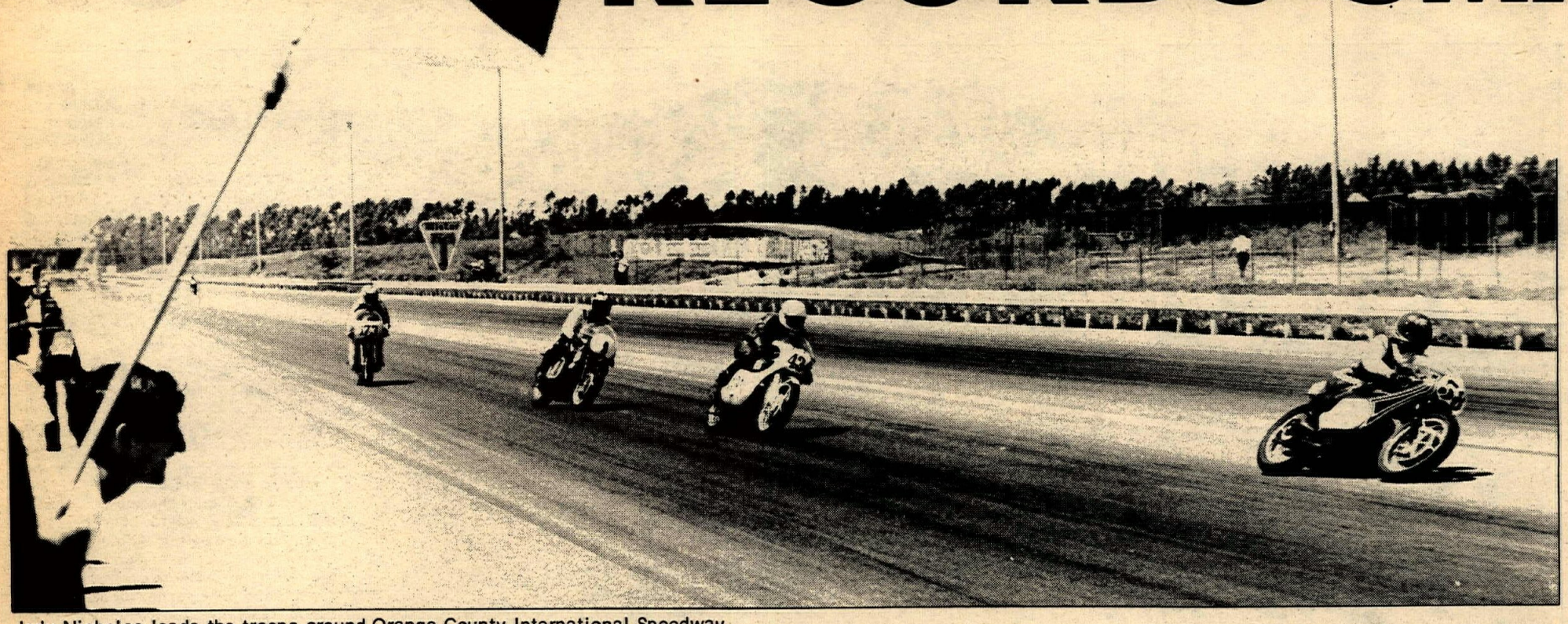

Jody Nicholas leads the troops around Orange County International Speedway.

Ready for the front straight.

By Phillip Rascoe

ORANGE COUNTY, CALIF., August 9, 1970 – The AFM played host to a well organized and very pleasant day of road racing at Orange County International Raceway, today.

Anyone who was at Orange County, whether rider or spectator, can only be impressed with the way in which the AFM runs its monthly meetings. A good example was in the running of the heavyweight production event in which a bike blew a crankcase and covered the apex of turn four with oil.

Consequently, riders began falling like ten pins as they came tearing around the tower and on to the oil. Dick Killgrow managed to remove a tree as he slid across the muck.

The tower notified the start-finish line and the race was immediately black-flagged and the oil removed from the track.

On the restart it was George Kerker who took the win on his Norton Commando after a long, hard struggle with John McGilvrey on a factory sponsored BSA. Ron Pierce took the 350cc class win on the fantasticly fast Yamaha R5.

In the 250cc, 350cc and 500cc grand prix three-lap heat races, all record times were broken.

Don Emde, sixth place finisher at Daytona, completed the three laps in 4:38.5 in the 250cc class. Art Baumann on a factory Suzuki in the 500cc event turned in a 4:36.3 clocking giving him an average speed of 81.5mph. The previous record was held by George Kerker with a time of 4:42.3

The first race of the day was the combined lightweight production and 50cc GP event. In result, the little Honda CR 110s with a power peak at about 14,000 revs and fitted with an eight-speed gearbox were passing 250cc production machines with ease.

John Seafire, Dave Scott and Jim Evans each battled for the lead and Seafire eventually won on one of those Honda 110cc bikes.

Pat Evans rode his 200cc Yamaha to an easy win in the 200cc class by extending his lead steadily each lap.

In the lightweight GP, hosever, he was pushed by Ron Pierce on a 125cc Yamaha, even though he held a 75cc advantage. Pierce, riding wide open much of the race, took advantage of the technique of being sucked along behind the more powerful bike by riding its tail. The two were so close that after seven laps, they were separated by .5 second.

Using every trick he knew, Evans attempted to lose Pierce, but he could not and finally Pierce crept by in the late stages and came home first. It was the first time a lightweight GP bike had completed a lap here in under 1:30. By winning, Pierce also broke his record for this class he set last month by an unbelievable 40 seconds.

Evans took first in the 200cc class over Scott Autrey. Don Emde was second in the 125cc class.

Jody

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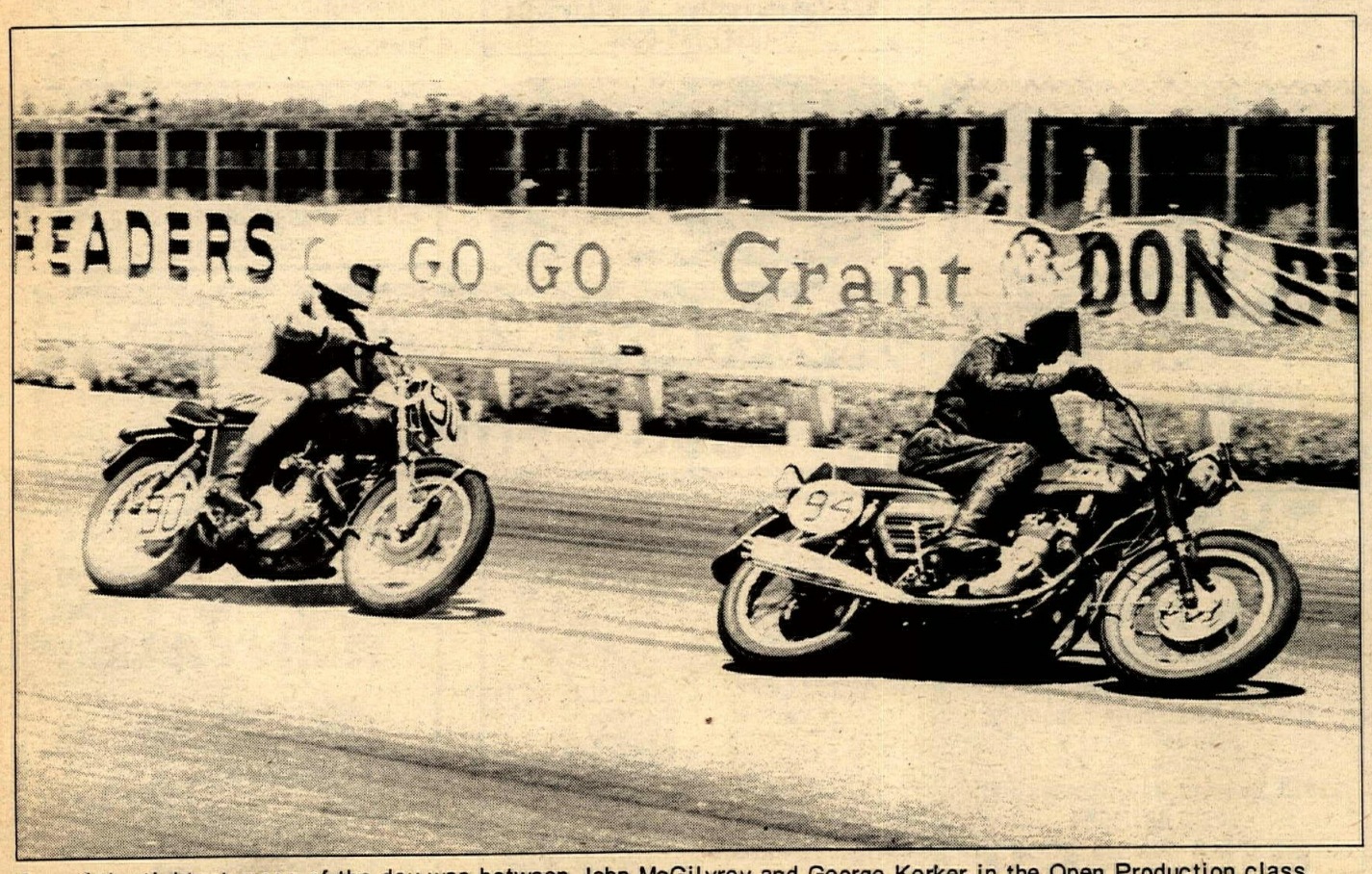

One of the tightest races of the day was between John McGilvrey and George Kerker in the Open Production class.

A new Yamaha sidecar.

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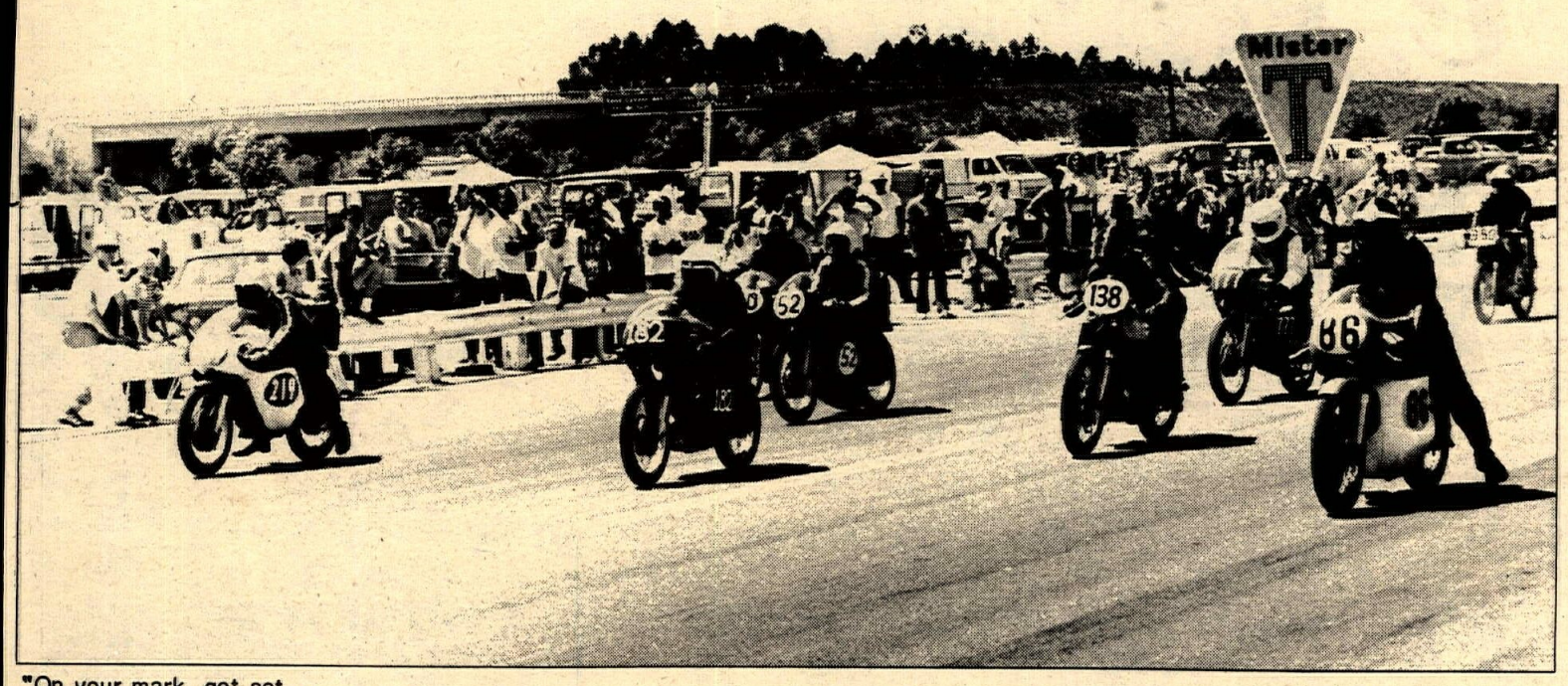
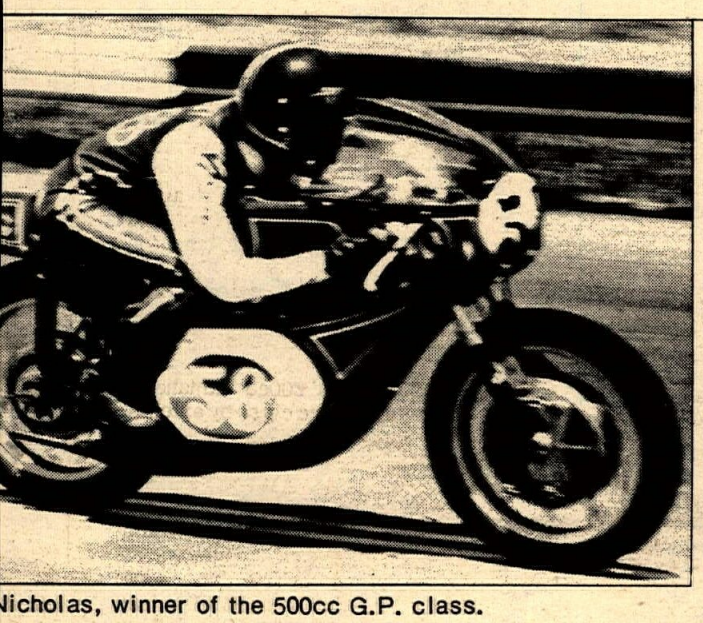


"On your mark, get set...



Nicholas, winner of the 500cc G.P. class.

Ron Pierce displays the peace and/or victory sign to photographer

gs got even tighter in the 250 GP. pressive lineup of Jody Nicholas, d set the 15-lap record, Pierce, production, Emde, and Mike Lane d out a field that had everybody g the outcome but not betting. ce was first out and stayed there reat difficulty with Nicholas and reathing down his tail pipes. Mike met tragedy on turn two when his rst into flames so a good conten- s out early in an unfortunate .

Meanwhile, Pierce, Nicholas, and Emde in that order were still battling for the lead, still within one bike's length of each other. Then, on turn one, a really tight corner, first Nicholas and then Emde left Pierce behind. The trio was evenly spaced lapping the course in

Photos by Dennis Greene

pursuer. However, Nicholas found some extra horsepower in his Yamaha and regained the lead in the last lap and came in first in a record time of 22:23.6, obliterating his old track record by 48.7 seconds, while averaging 80 mph.

The final event was the combined 500cc-Open GP and was dominated by the Suzuki Factory 500's. Ever since the tremendous triumph at Kent, Wash., these machines have been chalking up victories rapidly.

1:31 before Pierce finally dropped back leaving Nicholas and Emde to shadow each other.

Emde almost passed Nicholas but the experienced national rider showed his ability and wit to shut the gate on him. Emde lost six lengths when Jody blocked him with a slower rider as they approached the tower.

Riding to the limit, Nicholas continued to block off Emde with more slower riders but Emde would not give in and gradually closed the distance to where he finally found an opening and grabbed the lead from Nicholas.

Figuring that turnabout is fair play, Emde then mimicked Nicholas by also using slower riders to block off his

The race began with George Kerker burning his way out of the start in good style and made it through turn one on top. However, a lap later Mike Lane astride a Kawasaki was holding off Nicholas and Art Baumann while Kerker had dropped into a fourth place battle with John McGilvrey.

In the third lap straightaway, AMA Novice ranked Lane still held the lead and continued to put off the experienced Experts. In the fifth lap's turn one, he almost lost it but recovered to still hold a slight advantage over Nicholas and Baumann. In the same turn a lap later, Lane pushed it a little too hard and fast and dropped his bike.

Nicholas then shot into the lead with Baumann a distant second after he had been caught behind a slower rider. But, Baumann recovered nicely and for nine laps it was a tossup between the two.

Apparently, Nicholas' bike had the edge on Baumann's because, as they rounded the final turn on the last lap, Nicholas was a half length behind Baumann but poured on the gas and just nipped him at the checkered. The final time was 21:26.4, another new record and the speed averaged by Nicholas was a fast 83.95.

In addition to the road racing events, in each of the five AFM races are also sidecar races which are really outstanding. For a change of pace, try checking it out for yourself.

(Results on page 22)

Doesn't anyone have a straw?

Mike Lane's bike crashed and caught on fire Sunday.

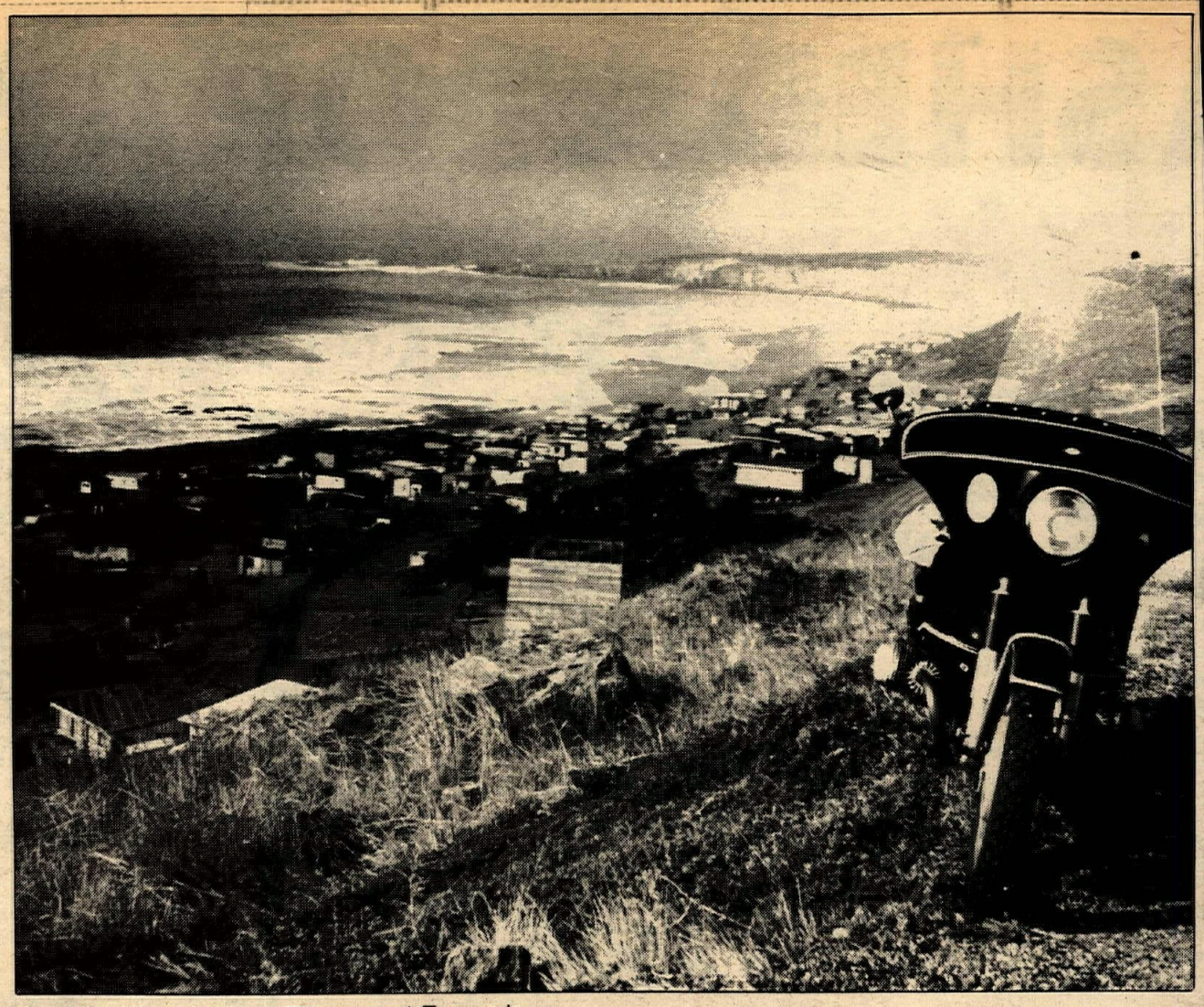
roam mexico

By Cliff Boswell

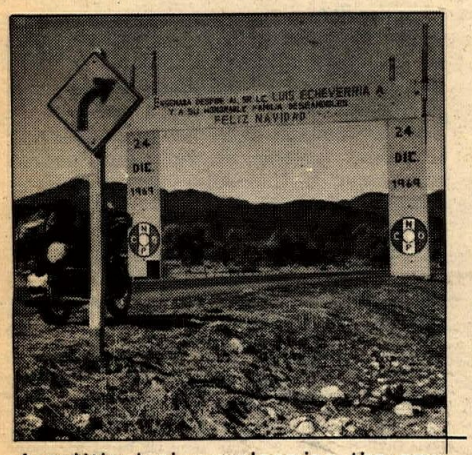
Some of us envy those motorcycle riders with the audacity and determination to ride their cycles from the border at Tijuana to the tip of Baja at La Paz. Maybe all of us should try it sometime when we find the right combination of vehicle, time, ambition, and energy. Of course, we might wait until a hardtopped road is completed for the length of the peninsula, but then we'll be too old for anything but an electric car, and much of the fun and challenge of the ride would be gone.

Until the right time arrives, here is a three or four day trip that is soft enough for any rider on any road bike. It gets far enough south of the border to sniff the wildness of the far beyond section and introduces the stranger to a sample of freedom that is rapidly disappearing from the American scene. Baja, almost any part outside the confines of border cities, is an area that seems not to worry about an individual's actions as long as no one is hurt. There are hardly any cops behind billboards, and once you leave the beaten track people are very helpful and friendly. Not that good folks are not found elsewhere, but friendliness is the rule, not the exception, in this sampling of Mexican territory at the top of manana land.

Ensenada, 65 miles south of the border, is the terminus of the first day's journey – if you start from somewhere beside Southern California it may take longer, of course, but regardless, an overnight stop here is recommended.



A small village between Tijuana and Ensenada.



A political sign welcoming the new Mexican president built across the road south of Tecate.

Get away from the American tourist section for a while and see how cheap it is to buy a taco or enchilada from a street vendor or small shop owner. Visit the fish cannery, and ride out to the wharf on the seashore side of the town, or ride up on the residential hill for a beautiful view of the town and port. Muy interesante, senor.

From Tijuana to Ensenada take the old road, not the freeway (or is it the toll-road?) Whatever its name, the new divided highway costs money and is not half as interesting as the original. Stop at Rosarito and other towns and villages along the way to get acquainted with the country.

Watch for large trucks on this road, as they invariably cut across the center line on sharp curves, and their progress up a winding grade after the road leaves the ocean is usually very slow. This, the original highway, pre-toll road, is well maintained, and is used by most Mexicans in traveling from town to town. "Picturesque" would describe it.

Take two days to explore the country below Ensenada. To get further than about ten miles below you will need a tourist permit. It can be obtained at a check point at this distance south of the city. Cost is free. Identification such as a voter's certificate or a valid drivers license is needed. Also, a registration slip for the motorcycle is required.

If you expect to return the same day the customs man will probably tell you to go on without the formality of a permit. But, don't fail to stop. The "alto" or stop sign is not very large, and the man's place of business is not prominent, but watch for it, and stop. It is not necessary to stop for Agricultural Inspection Stations. although trucks with produce do. Such a station is located in the edge of the village below the customs stop.

One can hardly know where he is going along here without a map at hand. The AAA has a good one showing side roads leading to the ocean and the interior and locating villages and ranchos. The Mexican Tourist Bureau in town gives these maps free to tourists. With two days to spend you can explore a number of byways and maybe get down along the beach for some clamming or other fun.

The hardtop extends 86 miles below Ensenada according to my speedometer, and the maintained road (I say that advisedly), continues for about 30 more to the old port and village of San Quintin. The road is graded but rough and washboared, and it is likely that nothing will be done to it until the hardtopping crew comes along sometime in the dim future. Big Harleys and little Hondas and any-

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Alum. with Brace AT1-CT1 ..... $14.95
Fiberglass Rear Fender DT1 (same as stock) $14.95
DT1 Hi-Torque Chambers $39.95
CT1 Hi-Torque Chambers $37.95
AT1 Hi-Torque Chambers $34.95
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CYCLE NEWS TOUR

A scene in Ensenada.

An abandoned rancho on the road to Mike's Sky Rancho.

thing in between can negotiate it, but it is more work than fun.

The country along this part is very barren and monotonous, and for my money not worth banging up a good road machine for. But side trips can be worth while. A dirt road leads from a point near the end of the hardtop 44 miles to Mikes Sky Rancho in the interior. I went in part way, and found the surface agreeable to my BMW, although dusty. Farther in it could be impassable, but one can turn around and come back out if need be. So, you might try it.

A road sign also points to San Felipe at this turn-off, but I doubt that it is more than a meandering burro trail. But – if it gets too tough, come back. By the way, carry a canteen of water. You may not drink it, but it is nice to have along.

The little towns of Santo Tomas, 30 miles below Ensenada, and San Vicente, 55, make interesting stopping places. Lodgings and meals are available at both places, and high test gaso (yellow pump) is available at San Vicente, also at San Quintin. I enjoyed a well cooked meal of one beef enchilada, beans, tortillas, and beer for about 60 cents in San Vicente.

Note: Change a few American dollars to pesos at a Ensenada bank before leaving, and use denominations of 10 pesos or less. The little restaurants and stores do not keep much money on hand. To flash a big bill at them is to act like an arrogant rich Americano (not a compliment). When trading in Ensenada, even, use small bills of $5 and $1 unless a large purchase is made. Dollars are OK in the tourist section of the city, but pesos are best, elsewhere.

I failed to do this once, and wound up embarrassed. I gave a quarter to a person for a 6 centavo taco. Finally, after much discussion and misunderstanding I was given 26 cents back in change. The only way I could pay for the taco was to give a 10 cent tip. Ignorance is not bliss!

Santo Tomas Valley is noted for its grapes and its rich wines. It is a beautiful little valley reached after crossing a low ridge of mountains. Visit its winery, and if you are adventurous, see if you can locate the old Santo Tomas Mission in the eastern section of the valley. A nice little store-restaurant-motel combo sells Mexican products and furnishes meals. It is set up for tourists, and charges tourist prices. But where else can you get a quail dinner for $3.

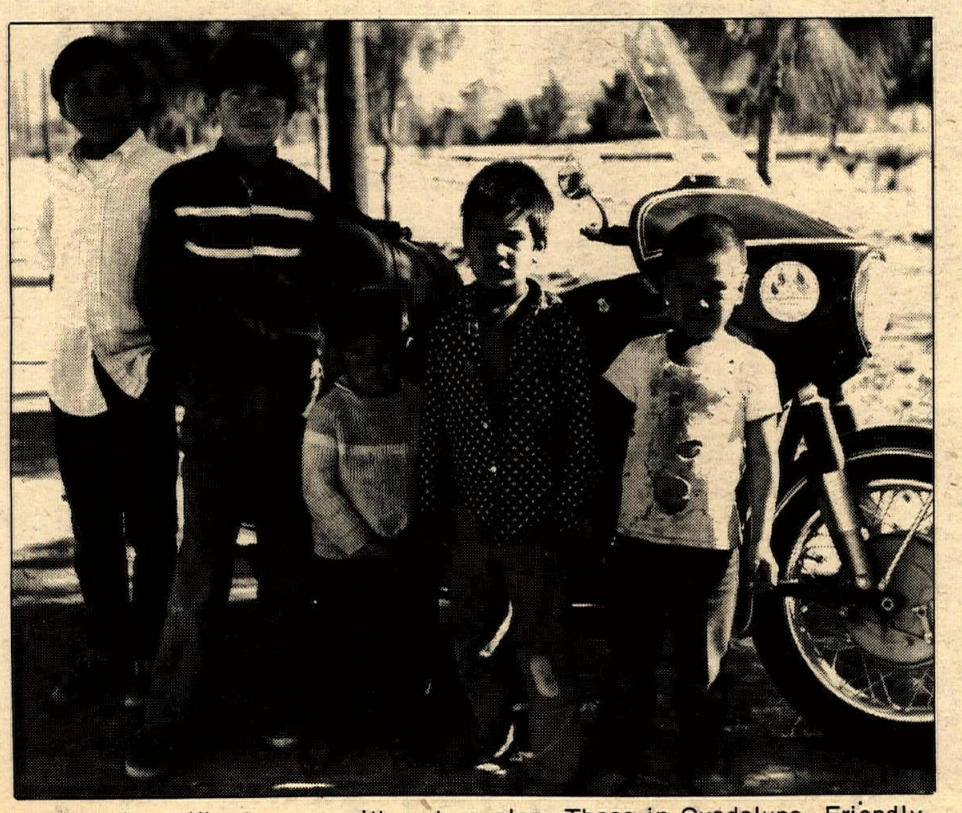
Now, let's assume that the first night was spent in Ensenada, and the second at a beach west of San Vicente. The third could be spent in Ensenada, then, after a second day of exploring. The morning of the fourth day we leave for a leisurely tour along a recently completed road to Tecate, stopping to take pictures and to visit the old town of Guadalupe along the way. This road was surfaced along about 1967. Traffic is light.

It is a great ride through cultivated valleys and over an abrupt range of mountains. Curiously, I could see the smog from Tijuana and the California coast from the top of the grade along this road.

Spend several hours or overnight in Tecate, the home of two famous Mexican beers. You can cross the border here, and head back to San Diego on 94, or remain in Mexico and return along the border to Tijuana. The border crossing is usually less complicated at Tecate because of minimum traffic.

Sunday afternoon visitors to Tecate may be treated to a band concert in the plaza – something that is seldom seen in the USA anymore. Get a shine for 10 cents from a shoe shine boy, and help him earn a living. These boys will give you the best boot shine in north America if you let them know you appreciate it, and I don't mean by offering a big tip. "Mucho bueno, gracias," will do.

Hasta la vista.



Mexican boys like to pose with motorcycles. These in Guadalupe. Friendly, speak no English.

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July 26, 1970

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2nd Adolf Weil - MAICO 400
3rd Fredricks - CZ
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results

TT SCRAMBLES
Willow Creek, Calif.
August 1, 1970
By James W. Shipley

100cc NOVICE MAIN
Kirk Fator
David Ford
John Smith
TROPHY DASH
David Ford
125cc NOVICE MAIN
Pat Richter
Tim Herman
John Morrison
TROPHY DASH
Pat Richter
100-125cc AMATEUR
James Arnold
Tom Jones
Sonny Knutson
TROPHY DASH
Allen Thompson
250cc NOVICE
Jay Stradley
Lynn Buerer
Clarence Oliver
TROPHY DASH
Jay Stradley
250cc AMATEUR
Steve Benson
Gary Cooper
Ed Trayer
TROPHY DASH
John Fry
250cc EXPERT
Whitey Marx
Harvey Crews
Gerald Berquist
TROPHY DASH
Harvey Crews
251cc OPEN NOVICE
Mike Benson
Jay Stradley
John Morrison
251cc OPEN AM-EX
Harvey Crews
Sonny Knutson
Gary Hurst
JUNIOR RACE
Larry Legarra
Eric Cherry
Ray Olsen

HILLCLIMB
Morgan Hills, Calif.
July 26, 1970
By Marc Smith

125cc NOVICE
Bud Keys — Pen
200cc NOVICE
F. Barrer
J. Koppi
250cc NOVICE
D. Townley — Kaw
D. Taylor — –
Closson — –
250cc AMATEUR
Bill Landsbourgh — Bul
Bob Ballenger — Bul
250cc EXPERT
Manuel Ponte — Bul
350cc NOVICE
Dick Groen — Hon
350-500cc AMATEUR
Keith Roessler — Ind
Manuel Caruso — Hon
500cc NOVICE
Chuck Key — –
T. Martin — –
G. Norlock — –
650cc NOVICE
Wm. H. Harrison — H-D
T. Burnett — Tri
Bob Laguidice — Tri
650cc AMATEUR
T. T. McNabb — Tri
J. Thompson — Hon
650cc EXPERT
Albert Ponte — Tri
F. Duisa — BSA

LUCKY SPOKES
Brush Prairie, Wash.
August 2, 1970
By N. A. Williams

BEG. 100cc TROPHY DASH
Brian Mostey — Yam
'A' MAIN
Brian Mosley — Yam
Guy Williams — Hon
Dean Graves — Bri
'B' MAIN
Jim Densmore — Kaw
Max Kamp — Yam
100cc TROPHY DASH
Bill Lewis — Kaw
'A' MAIN
Bill Lewis — Kaw
Ricky Graves — Kaw
Bob Block — Kaw
'B' MAIN
Rupert Dykstra — Kaw
Rex Rigby — Kaw
'C' MAIN
Rick Waters — Kaw
200cc TROPHY DASH
Gary Rapus — Kaw
'A' MAIN
Mike Hannula — Yam
Gary Noren — Yam
Mike Manning — Yam
'B' MAIN
Del McKamey — Yam
Larry Clamberlin — Yam
250cc TROPHY DASH
Bill Elder — Duc
'A' MAIN
Gary Kapus — Kaw
Dave Ditter — Yam
Bill Elder — Duc
'B' MAIN
Jeff Yaw — Kaw
Roddy Ohge — Kaw
'C' MAIN
Phil Austin — Suz
500cc MOTOCROSS
Doc Harmon — Kaw
Dale Hixson — Yam
Dave Rankin — Tri
OPEN CLASS
TROPHY DASH
Doyle McNatt — Tri
'A' MAIN
Henry Schram — Tri
Doyle McNatt — Tri
Jim Gale — Tri
'B' MAIN
Phil Austin — H-D
Ed Tanner — Tri

SPEEDWAY
Cycleland
Chico, Calif.
August 1, 1970
By J. Noffsinger

HANDICAP MAINS
100cc
Rollen Eschew — Kaw
Tom Southam Jr. — Bul
Evan Wipf — Hod
200cc
Mike Hardy — Bul
Dale Wondergem — Hon
John Grant — Kaw
250cc
Jim Crenshaw — Bul
Terry Hughes — Has
Charles McGinnis — Bul
SCRATCH MAINS
100cc
Rollen Eschew — Kaw
200cc
John Grant — Kaw
250cc
Jim Crenshaw — Bul
B MAINS
100cc
Russ French — Kaw
200cc
Don Benacrt — Bul
250cc
Gary Colman — Yam

ROAD RACING
Orange Co. Interna't Raceway
August 9, 1970
By Phillip Rascoe

350 OPEN PROD.
1000cc
Geo. Kerker — Nor
John McGillivray — BSA
John Ponikteka — Nor
Reg Pridmore — Nor
500cc
Dave Shattuck — Kaw
Bob Trombley — Kaw
350cc
Ron Pierce
James Chen — Hon
Butch Shepard — Hon
Gary Corns — Yam
Jon McKibben — Hon
125cc PROD
Ken Smith — Yam
Rev. Bob Schultz — Suz
John Chermack — Suz
Phil Thompson — Yam
200cc PROD
Pat Evans — Yam
Scott Autrey — Suz
Carl Murray — Suz
John Hewitt — Yam
John Parrish — Suz
Phil Martinez — Suz
250cc PROD.
Wade Killen — Hon
Chuck Small — Duc
Mike Slaughter — Suz
Joe Bjerpe — Duc
50cc GRAND PRIX
John Scafire — Hon
Jim Evans — Suz
Phil Thompson — Ita
Richard Hilferty — Ita
Stan Bateman — Ita
Skip Gallagher — Ita
Hugo Chicon
Rod Schmidt — Ita
100cc GRAND PRIX
James Deehan — Kaw
Chuck Claydon — Kaw
Rudy Reynosa — Yam
125cc GRAND PRIX
Ron Pierce — Yam
Don Emde — Hod
Elliott Andrews — Yam
Steve Froschauer — Yam
Mike Morse — Yam
Jim Evans — Kaw
Hugo Chicon — Suz
Rev. Bob Shultz — Suz
Mac Mc Cuistion — Suz
Ken Smith — Yam
Rudy Ramos — Hon
Larry Williford — Suz
175cc GRAND PRIX
Stan Smith — Bri
Steve Beu — Kaw
Frank Smith — Bul
John Scarfire — Hon
Steve Murray — Hon
200cc GRAND PRIX
Pat Evans — Yam
Scott Autrey — Suz
Carl Murray — Suz
John Parrish — Suz
500 OPEN
29 MIN. 26.4 SEC.
Jody Nicholas — Suz
Art Bauman — Suz
Hurley Villrari — Kaw
OPEN
John McGilvray — Nor
Geo. Kerker — Nor
250 GRAND PRIX
Jody Nicholas — Yam
Don Emde — Yam
Ron Pierce — Yam
Scott Autrey — Yam
350 GRAND PRIX
James Chen — Yam
Howard Lynggard — Yam
Bill Cleghorn — Yam
Butch Shepard — Hon
THUMPER CLASS
Bob Bender — Nor
Steve Firestone — H-D
#80
Ray Jennings — Bel
#52
Bruce Hammer — Duc
Joe Bjerpe — Duc
SIDECAR
8 LAPS 16 MI.
18 MIN. 56.3 SEC.
Dean Hummer/ Rulon Gulbransen — H-D
Ozzie Aver / Walt Garnett — Kaw
Stan Shorrow/ Gary Coats — Tri
Rick Richards/ Greg Rice — Tri
Mike Igutzky/ Frank Dohs — Yam

TT SCRAMBLES
Mile High M.C.
Prescott, Arizona
July 19, 1970
By Matt Glover

100cc NOV. DIV. I
Frank Ravetto — Hod
Shelley Stallings — Suz
Richard Heimrich — Hod
Tim Yarbrough — Yam
100cc NOV. DIV. II
Ron Werner — H-D
Tom Miller — Suz
James Rummage — Kaw
Richard Bonine — Kaw
100cc AMATEUR
Bruce Miller — Hod
100cc EXPERT
David Lauder — Suz
125cc NOV. DIV. I
Cliff Allison — Yam
Larry Barrington — Yam
Rex Blackwell — Bul
Danny Kennady — Yam
125cc NOVICE II
Leo Cornwall — Yam
Rusty Hancock — Yam
Glen Thomason — Yam
Darrell Kress — Yam
125cc AMATEUR
Dave Campbell — Yam
Richard Hale — Yam
Ken Saunders — Yam
Derle Walker — Yam
250cc NOV. DIV. I
David Lard — Yam
Tim Yarbrough — Yam
Bill Geltch — Yam
Norbert Seelman — Suz
A.C. Goodwin — Yam
250cc NOV. DIV. II
Rusty Hancock — Yam
Clive Frayling — Yam
Marlow Parks — Yam
Steve Hyson — Yam
Lyle Gilson — Kaw
250 AMATEUR
Steve Lacey — Bul
Marty StMartin — Yam
Randy Black — Yam
250cc EXPERT
Ron Shuman — Mon
Don Thomason — Hus
Tom Halford — Bul
OPEN NOVICE
Gene Strouse — Yam
Gary Jackson — Hon
Rodney Mathis — Duc
Ed Casey — Hus
Gene Woods — Tri
OPEN AMATEUR
John P. Hill — Nor
David Bateman — Bul
George Reeves — Mai
OPEN EXPERT
Jim Halford — Yam
R.D. Williams — Bul
Pete Wouters — Yam
POWDER PUFF
Melinda Brown — Yam
Lee Everhart — Yam
Pamela Slade — Yam
Sharon Palmer — Yam

MOTOCROSS
Lompoc Slo-Pokes M.C.
Santa Maria Speedway
August 2, 1970

POWDER PUFF
Charleen Higgins
Kathy Montgomery
Patti Laing
100 NOVICE
John Caldwell
Joe Foss
Peter Pangburn
John Tulbodean
125 NOVICE
Ken Earnest
Tom Spalding
Greg Higgins
Jeff Higgins
John Ben Cadini
125cc SENIOR
Mike David
Vincent Clark
Tom Davis
Jerry Johnson
Allen Leach
250cc EXPERTS
Dennis Law
Greg Johnson
Carl Nelson
Ed La Pointe
Billy Woods
360cc NOVICE
William Toomey
Richard Ball
A.M. Wighton
360cc EXPERT
John Rogers
Jim Schmidt
Ricky Long
Steve Benedict
Ron Clawson
250cc NOVICE
James Beardsley
Mike Beanway
Ed Smith
Russ Barnet
Don Kalin

CASCADE MOTO-X
Bend, Oregon
August 2, 1970
By Larry Ulrich

125 CLASS
J. Schwendener — Sac
Rick Limbeck — Sac
Tom Street — Suz
Ken Buirley — Yam
Ed Cleveland — Yam
250 CLASS
Randy Limbeck — Mai
Doug Aiken — Has
OPEN CLASS
Owen Belmont — Mai
Steve Brose — Mai

TT
Sidewinders of Oregon
July 31, 1970
By N.A. Williams

NOV. TROPHY DASH
Gary Kapus — Kaw
Randy Scott — Bul
Micheal Fray — Bul
Frank Short — Suz
NOVICE MAIN
Randy Scott — Bul
Gary Kapus — Kaw
Michael Fray — Bul
Neal Hulet — Hon
Dennis Fromm — Suz
Frank Short — Suz
Joe Riley — Bul
Bob Krutz — C-Z
Kevin Loyd — Yam
Mike Hannula — Yam
AM. TROPHY DASH
Ed Herrmann — Tri
Darrel Cotton — Tri
Joe Herndon — Tri
Mike McCall — H-D
AMATEUR MAIN
Darrel Cotton — Tri
Ed Herrmann — Tri
Joe Herndon — Tri
Don McShane — Suz
Duane Jordan — Tri
Mike McCall — H-D
EX. TROPHY DASH
Mark Williams — Kaw
Glen Adams — Nor
Squire Tomasie — Tri
Bill Elder — H-D
EXPERT MAIN
Mark Williams — Kaw
Bill Elder — H-D
Squire Tomasie — Tri
Sonny Burres — Tri
Jimmy Smith — Tri
Glen Adams — Nor
T.L. Hoglan — Nor
Jimmy Jones — Tri
Jim Gale — Tri
Thad Lawrence — Tri

MOTOCROSS
Beardsley, Ariz.
Aug. 2, 1970
By Randy Bailey

100/125 JR.-SR.
Dave Peeryhouse — Yam
Bill Stern — Yam
Robert Sutton — Yam
250 JUNIOR
Al Esbenkough — Mon
Randy Bailey — A-E
Richard Castenada — Has
250 SENIOR
Bill Meyer — C-Z
Brian LaPlante — Mai
David Miller — Has
OPEN JR./SR.
Byron Bone — C-Z
Paul Nelms — Mai

TT
Ashland Lancers
August 2, 1970
By Donna Tait

OPEN
TROPHY DASH
Bob Vaugh — Tri
'A' MAIN
Tom Amyx
Bill Johnston — Tri
Bob Vaugh — Tri
250cc
TROPHY DASH
Tim Tepper — CZ
'A' MAIN
Dan Ginther — Oss
Tim Tepper — CZ
Dan Estramado — Bul
'B' MAIN
Ted Laron — Oss
Bob Malin — Kaw
Jeff Leroy — Suz
Al Amyx — Kaw
'C' MAIN
Tal Kaylor — Oss
Wayne Sheffield — Yam
Bob Martin — Suz
200cc
TROPHY DASH
Don Thumler — Oss
'A' MAIN
Don Thumler — Oss
Dan Estramado — Bul
John Lawton — Bul
'B' MAIN
Stan Birch — Oss
Jim Brotherton — Yam
Jim Hamalton — Yam
Don Daniken — Oss
125cc
TROPHY DASH
Doug Kohler — Yam
'A' MAIN
Charles McClain — Yam
Doug Kohler — Yam
Dick Barenberg — Yam
'B' MAIN
Tom Enloe — Sac
Don Ganong — Yam
Carl Barefield — A-E
100cc
TROPHY DASH
Peter Simonson — M-B
'A' MAIN
Peter Simonson — M-B
Marv Joiner — Kaw
Brian Roberts — Kaw
'B' MAIN
Marion Warren — Kaw
John English — Suz
100cc KIDS
TROPHY DASH
Jerry Shippy — Kaw
'A' MAIN
R. La Fontaine — Hod
Jerry Shippy — Kaw
Dale Ruth — Kaw
'B' MAIN
John Trigg — Suz
Kim Cornet — Hon
Todd Rutt — Suz
Bill Haulin — M-B
MINI-BIKE
TROPHY DASH
Steve Williamson — Hon
'A' MAIN
Curt Williamson — Hon
Steve Williamson — Hon
Paul Joiner — Sac
POWDER PUFF
TROPHY DASH
Judy Johnston — Tri
'A' MAIN
Judy Johnston — Tri
Gail Russel

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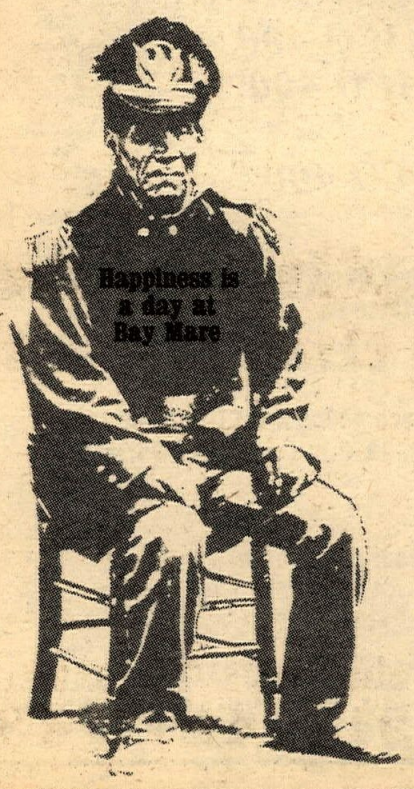
AA/V	Doris Murray, LaVerne, Ca.	9.24	165.44	Tri
C/T	Ray Bellmer, Antioch, Ill.	10.10	143.31	Tri
D/T	Bill Lawrence, Linden, N.J.	10.77	133.13	BSA
E/T	Dave Cain, Baltimore, Md.	12.86	102.73	–
F/T	Bill Fetzer, Baltimore, Md.	14.58	95.64	Yam
AA/D	Ron Fringer, Woodstock, Ill.	10.08	136.98	H-D
A/D	Carl Evert, Norristown, Pa.	11.02	129.68	H-D
B/D	Joe Bavelas, Byram, Conn.	12.91	97.50	H-D
D/D	Pat Miller, Houston, Texas	10.40	135.74	Yam
F/D	Frank Russell, Houston, Tex.	11.08	118.58	Yam
G/G	J.R. Weber, Pittsburgh, Pa.	16.58	74.19	Yam
AA/A	Bill McElroy, Follansbee, WV.	10.94	124.85	H-D
A/A	Joe Foley, Fairfax, Va.	11.81	117.12	H-D
B/A	Harry Jacques, Nutley, N.J.	11.45	116.58	H-D
C/A	Donald Noll, Lebanon, Pa.	12.11	108.69	H-D
D/A	Ray Speece, Wyomissing, Pa.	13.74	100.00	Tri
E/A	Tony Nunes, N.Dartmouth, Ma.	12.81	104.04	Tri
F/A	Tony Nicosia, Glendora, Ca.	11.80	121.62	Kaw
G/A	J.S. Sherrill, Jr. Houston, Te.	12.17	109.75	Yam
I/A	Jim Kocha, Plainfield, N.J.	17.04	72.63	Bri
A/M	Bob Mauriello, Sparta, N.J.	11.00	123.79	H-D
B/M	Danny Carmiche, Newark, N.J.	11.87	114.21	H-D
FF/M	Tony Nicosia, Glendora, Ca.	12.46	109.00	Kaw
HH/M	George Judge, Royersford, Pa.	14.27	89.19	Kaw
II/M	Gary Veselica, Cuyahoga F., O.	16.74	75.37	Suz
I/M	Bill Cox, Newark, Del.	18.91	66.56	Hon
B/S	C.J. Stubbs, Mickleton, N.J.	13.57	95.15	H-D
D/SS	Chas. Schaeffer, Medford, N.J.	14.05	91.37	Tri
D/S	James Bole, Jr., Trenton, N.J.	13.33	95.03	Tri
E/SS	Jack Hafer, Mt. Penn, Pa.	12.89	103.32	Kaw
E/S	William Taggart, Glassboro	13.93	93.45	Hon
FF/S	Les Stine, Downingtown, Pa.	14.37	92.21	Yam
GG/S	Barry Magee, Spring City, Pa.	14.94	84.90	Suz
HH/S	Peter Montminy, Douglassville	16.73	77.38	Suz
H/S	Bebe Fox, Houma, La.	16.04	75.63	Hon

HALF-MILE
Ascot Park
Gardena, Calif.
August 7, 1970

EXPERT CLASS
Mert Lawwill — H-D
Mark Brelsford — H-D
Tom Rockwood — Tri
Jody Nichols — Nor
Jim Rice — BSA
Eddie Mulder — Tri
Lloyd Houchins — Tri
Dewayne Keeter — Tri
Ed Hammond — Nor
Dave Aldana — BSA
NOVICE CLASS
Ken Roberts — Suz
Carl Byers — Yam
Al Baker — Yam
Matt Falcorner — Yam
Loyal Penn — Yam
Tom Lafortune — Suz
Jim Crenshaw — Bul
Andy Skeel — H-D
Ron Moore — Suz
Steve Wilson — Yam
AMATEUR CLASS
John Hately — Tri
Don Emde — BSA
Chuck Hart — BSA
Wayne Hosaka — BSA
Al Kenyon — BSA
Terry Dorsch — Tri
Chuck Joyner — Tri
Stan Rogers — Tri

TOUR & RALLY
Sturgis, So. Dakota
August 5-9, 1970
By John Bethea

HILL CLIMB on Friday
0-100cc
R. Luitzens — 9.91
F. Jellson
L. Ostantowski
101-125cc
D. Krilbell — 9.93
M. Berggren
J.C. Cooper
126-175cc
M. Vlitd — 7.07
D. Dulaney
Pat Nelson
176-250cc
L. Bessey — 6/15
J. Cheney
J. McBride
251-350cc
A. Palmer
D. Dernth
D. Palmer
351-500cc
Andy Anderson — 5/12
D. Greenwood
M. Wicki
OPEN
D. Osantowsky
SPORTSMAN MOTOCROSS
FRIDAY
100cc
Steve Nichols — Yam
Jerry Cheney — Yam
Al Nearhoefer — Suz
125cc
Gary Scott — Yam
Phil McDonald — Yam
Curtis Stensina — Yam
175cc
Larry Phillips — Bul
Fred Lundoch — Yam
John Fox, Jr. — Bul
250cc
Mike Meyers — Yam
Rich Kruis — A-E
Les Costanza — Oss
350cc
Jerry Cheney — Yam
Chuck Higdon — Yam
Bill Brauer — Yam
500cc
Randy Luitjens
Gary Scott — Yam
HALF MILE, Saturday
NOVICE MAIN
George Richards — Yam
Greg Cederberg — Bul
Merlyn Plumlee — Oss
Don Palmgren — Yam
Charles Walker — Yam
Gary Scott — Yam
Everett Glenn — Bul
Buster Pattorff — Bul
AMATEUR MAIN
Rich Holly — Tri
Paul Pressgrove — BSA
Norbet Hamling — BSA
John Fritz — Tri
Jerry Cheney — BSA
Joe Gray — BSA
Richardson Haxton — Tri
Joe Jurich — H-D
EXPERT MAIN
Dick Mann — BSA
Keith Johnson — Nor
Neil Keen — Yam
Chuck Palmgren — Yam
Squire Tamasle — Tri
Earl Lout — BSA
John Isaacs — BSA
Dennis Kannenburg — Tri
HALF-MILE Sunday
NOVICE MAIN
George Richards — Yam
Less Costaza — Oss
Gary Scott — Yam
Eddie Dugler — Bul
Don Palmgren — Yam
Mike Willett — Yam
Joe Markham — Yam
Charles Voss — Hon
AMATEUR MAIN
Rich Holly — Tri
Joe Gray — BSA
John Fritz — Tri
R. Haxton — Tri
Jerry Cheney — BSA
Mike Green — H-D
P. Pressgrove — BSA
Dale Taylor — Tri
EXPERT MAIN
Neil Keen — Yam
Dick Mann — BSA
Squire Tamasle — Tri
Doug Johnston — BSA
Rick Deane — Tri
Ron Monroe — Tri
Dan Depart — BSA
Gene Hartline — Tri



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TT RACES
Huntington Beach, Calif.
August 9, 1970
By Hope England

100cc NOVICE
Dennis Briggs Kaw
Chris Morland Kaw
Steve Okuda Kaw
Doug Westly Kaw
Robert Crecelius Sea
Gary Johnson Kaw
Ray Walden Bul
Vernon Maxwell Kaw
Rick Isbell Kaw
125cc NOVICE
Robert Burg Yam
Jim Tabler Yam
Don Chamblers Yam
Chris Morland Yam
Gary Kauffeld Yam
Richard Warriott Bul
Terry Grimm Yam
Gary Johnson
Dennis Briggs Kaw
250cc NOVICE
Rick Isbell Kaw
Tim McCool Bul
Tony Herrera Bul
Don Cummings Yam
Doug Sherman Oss
Jack Morgan Bul
Ray Maynard Yam
Shawn Leiplld Suz
350cc OPEN NOVICE
Gary Tanner Mai
Steve Thomas BSA
Al Smith BSA
James Russell BSA
Jeff Cesmat BSA
Jerry Thomason Tri
Bud Snow Yam
125cc EXPERT
Carrol Heiland Tri
Bobby Butt Yam
Jim Miller Yam
Don Chambers Yam
Ken Tucker Yam
250 EXPERT
Tom White Bul
Jerry Greer Bul
Matt Falconer Bul
Tom Franksco Mon
Carrol Heiland Oss
Robby Mac Ewen Yam
Dean Buterfield
350cc-OPEN EXPERT
Arvil Sparks Tri
Ike Mizen Tri
Jim Maupin Tri
Tom Shumard BSA
Fred Corley Tri
Al Smith BSA
Stan Rogers Kaw

TT SCRAMBLES
Perris, Calif.
August 5, 1970
By Elaine Jones

50cc CLASS
Marc Jones Suz
Ricky Miller DKW
Scott Hiraoka Hon
100cc NOV. I
Ken Miller H-D
Steve McCabe Kaw
Chuck Trachey Kaw
100cc NOV. II
Mike Rohn Kaw
Ricky Lee Yam
Mike Laney Hod
100cc NOVICE III
Ricky Miller Kaw
Rich Whisner Kaw
Joe Carmello Yam
125cc NOVICE I
Frank Robertson Yam
B. J. Hayden Yam
Dave Lawson Yam
125cc NOVICE II
Jon Wells Yam
Jerry Mc Neil Yam
Mike Moon Yam
125cc AM-EX
Paul Lambert Yam
Jim Fishback Yan
Gorden Bettencourt Bul
250cc NOVICE
Bill Lail Yam
George Luther Yam
Nate Ezell Mon
250cc NOVICE II
Skip Gallagher Mon
Hal Cheetwood Bul
Dennis Stajic Bul
NOVICE MOTO
George Gillespie Yam
Don Williams Mon
Dan Hudson Mai
AM-EX MOTO
Jim Fishback Yam
Paul Lass Mai
Larry Gino Bul
MINI-BIKE A
Guy Erickson
Scott Miller
Derek Katanic
MINI-BIKE B
Eric Jones
Steve Sisco
David Jones
MINI-BIKE C
Brian Beck
Donald Keiling
Dale Oyam

ASCOT TT
Gardena, Calif.
August 8, 1970

NOVICE MAIN
Ken Roberts Mon
Carl Byers Yam
Tom Warren Bul
Matt Falcorner Bul
Randy Scott Bul
Chuck Gann Oss
Tim Wolf Yam
Ray Vanderpool Yam
Mike Hagoski Oss
Vince Zine Yam
Sal Peluso Yam
Al Baker Yam
AMATEUR MAIN
Terry Dorsch Tri
John Hately Tri
Chuck Joyner Tri
Allen Kenyon BSA
Don Emde BSA
Bob Ferro Tri
Tom Clark Tri
Guy Smith Tri
Eric Mizen TRI
Terry Moriarity Tri
EXPERT MAIN
Mark Brelsford H-D
Skip Van Leeuwen Tri
Mike Haney Tri
Tom Rockwood Tri
Paul Bostrum Tri
Larry Wilburn Tri
Don Dubek Tri
Bob Bailey Tri
Jim Berry Tri
Eddie Mulder Tri
Kleth Masburn Tri
Keith Masburn Tri
TROPHY DASH
Mark Bres
Mark Brelsford H-D
John Hately Tri
Mert Lawwill H-D

CMC MOTOCROSS
Ascot Park
August 6, 1970
By Bob Hill

100 JUNIORS
S. Garcia Yam
S. Nutter Suz
T. Ferris H-D
L. Wilson Kaw
R. Raifton Ho
125 JUNIORS
R. Tournes Yam
.
K. Porter Sac
M. Brown Yam
R. Steffler Sac
250 JUNIORS
C. Blaine Kaw
B. Kohler Oss
R. Brown Oss
M. Hortman CZ
J. Ferris CZ
500 JUNIORS
T. Craun
J. Sexton
B. Parkening
W. Cornelieus
A. Amarillas
125 SENIOR-INT
Gary Bailey Sac
Bryan Holcomb Pen
G. Cunningham Yam
Tim Hart Sac
Bruce Baron CA
250 EXPERT
Tim Hart Mon
Gary Bailey Gre
Jim West AJS
John De Soto CZ
Jim Wilson Gre
500 EXPERT
Jim Wilson g
Jim Wilson Gre
Jim West AJS
John Maya
John Maynard Mai

SIDEWINDERS M.C.
HARE SCRAMBLES
Red Mountain, Calif.
August 9, 1970
By Dick Wright

OVERALL
Whitey Martino 500 Ex Hus
Bob Paxton 250 Ex Yam
Tom Smith 500 Ex Hus
Dave Lewis 500 Ex C-Z
Whitey Gregory 500 Ex AJS
Bruce Dunford 500 Ex Hus
Doyle Fields Op Ex Tri
Gary Griffin 250 Ex Bul
Jack Byers 500 Ex Ric
Geo. Ruber Op Ex Tri
Tim Smith 500 Ex Mon
Greg Winkle 250 Am Yam
Eric Jensen 125 Ex Sac
Mel Green 250 Ex Hus
George Zuber 500 Ex AJS
Art Knapp 500 Am Hus
100cc
Terry Clarke 2 Ex H-D
Rich Marks 45 Ex Hod
Cordis Brooks 12 Ex Hod
John Coots 19 Ex Pen
Steve Fortner 9 Ex Ric
Randy Millipan 59 Am Hod
Jim Summers 8 Ex V.T.

TT & SHORT TRACK
Orange Co. Speedway
August 5, 1970
By Rich Hoffman

0-125cc JR. TT
Scott Smith Yam
Diego Gualda Yam
Rodney Parsons Bul
Peter Maly Yam
John Caliccuio Yam
0-125cc SR. TT
Gary Wells Yam
Ray Vanderpool Yam
Gary Jones Yam
Wayne Jones Yam
Bob Sanders Yam
250cc JR. TT
Scott Smith Yam
Morris Maller AJS
Mike Dalley Yam
Brad Wilhert Oss
Jon Mudd Bul
250cc ST. TT
Gary Wells Yam
Gary Jones Yam
Ray Vanderpool Bul
Vic Harman Kaw
Jay Hunter Yam
500cc JR. TT
Cary Tanner Mai
Steve Thomas BSA
John Calicchio Yam
Paul Roedo Tri
Ed Dreossier BSA
500cc ST TT
Ray Vanderpool Hus
Ron Singer Kaw
Dwight Harlow BSA
0-125 JR. ST
Scott Smith Yam
Diego Gualda Yam
Rudy Williams Bul
Mike Murphy Yam
Mike Thomas Kaw
0-125cc ST SR
Gary Wells Yam
Scott Autrey Yam
Ray Vanderpool Yam
Vic Hanman Kaw
Dave Tudor Yam
250cc JR. ST
Steve Jones Oss
Scott Smith Yam
Bob Prior Bul
Rick Isbell Kaw
John Baker Duc
250cc SR. ST
Stan Rogers Yam
Ray Vanderpool Bul
Scott Autrey Yam
Randy Riggs Mon
Vic Hannan Kaw
500cc JR. ST
Cary Tanner Mai
Mike Collins Yam
500cc SR. ST
Carroll Heiland BSA
Stan Rogers Kaw
Ray Vanderpool Hus

TRIALS
Saddleback Park
August 9, 1970

EXPERT
Rich Bledsoe Bul
Robert Nickelsen Bul
Kevin Walker Bul
Gary Davis Pen
Bob Irwin Bul
Jack Milne Oss
AMATEUR
Danny Kledrowski Bul
William Smith Bul
Mike Hans Bul
John Schuly Mon
Richard Delaney Sac
Vicoty Conaway Bul
NOVICE
Jeff Koskie Sac
Teramie Griffiths Mon
Kirk Willis Mon
Ed Coonfield Bul
Bill Deeter Mon
Charles McHose Bul

SCRAMBLES
Eastside M.C.
Aliviso, Calif.
August 9, 1970

100 NOVICE
John Schaffer H-D
Ronnie Alsup HOD
Dannie Jensen M-B
100 AMATEUR
Owen Golway Hod
Ron Hayano Kaw
Jim Costa Suz
125 NOVICE
Ken Eggers Bul
Steve Engtston Suz
Carl Blackledge Yam
175 NOVICE
Randy Robinson Yam
Chuck Miller Bri
Wade Ulrich Hon
200 NOVICE
Mike Stevens Bul
Jim Hildago Bul
Faus Empasis Bul
200 AMATEUR
Pat Brown Bul
Dan Coszo Bul
Bill Vanderlaan Mon
250 NOVICE
Dale James Bul
Tom Koprivce Bul
Mike Musgrove Yam
250 AMATEUR
Steve Foster Bul
Pete Marchand Bul
Bob Rickerts Bul
250 EXPERT
John Gennai Bul
Jim Foley Bul
John Green Bul
350 NOVICE
E. Bengtsson H-D
Tom Seidel Hon
Roger Newman Hon
350 AMATEUR
Dayne Taylor Hon
Rich Porter Bul
Ken Gallegher Hon
500 NOVICE
Dennis Tomberlin Bul
Jim Decker Mon
Jim Joy CZ
500 AMATEUR
Larry Schultz Hon
Charlie Ivie Bul
Dennis Spence Bul
500 EXPERT
Jackie Jensen CZ
John Green Mon
Bill Trumbell Yam
650 NOVICE
Paul Leutz Tri
Roy Meade Tri
Larry May Tri
650 AMATEUR
Craig Godwin Tri
Roy Geddie BSA
Mike Sarandria Tri
650 EXPERT
Bill Flett Tri
Bob Scally Tri
Bob Boaz Tri

MOTOCROSS
Placerville, Callif.
August 6, 1970
By Bruce C. Young

125cc JR. DIV. I
Jim Dieu Sac
Richard Phillips Yam
Tom Madlin Bul
125cc JR. DIV. II
Steve Postoni Sac
Dick Cave Sac
Mark La Rue Pen
Mike Le Roy Sac
125 STREET RACE
Carl Cranke Sac
Jay Carter Sac
250 JR. DIV. I
Gary Ceragiola Bul
Bill De Pratto Hus
Lonnie Murphy CZ
Tom Madlin Bul
250 JR. DIV. II
Mike Rowlett Hus
Doug Nelson Hus
Ross Westphal CZ
Sam White AJS
250 SENIOR
Brad Lackey CZ
Carl Cranke CZ
Phil Jacobson CZ
OPEN JR. DIV. I
Gary Ceragiola Bul
Marvin Helzer Hus
Del Rapini CZ
Ron Keeping Tri
OPEN JR. DIV. II
Don Malley Hus
Gary Seals Bul
Willie Groom Hus
Douglas Manning Hus
OPEN SENIOR
Carl Cranke CZ
Brad Lackey CZ
Phil Jacobson CZ

TT SCRAMBLES
Perris, Calif.
August 8, 1970
By Elaine Jones

50-100 NOVICE I
Frank Novotny Kaw
Donnie Curd Kaw
Marc Jones Suz
Jeff Coleman Kaw
Joe Carmello Yam
Stan Patterson Kaw
100cc NOVICE III
Bob Farmer Kaw
Mike DeBont Kaw
Bill Elwess Hod
125cc NOVICE I
B. J. Hayden Yam
Larry Cook Yam
Jon Wells Yam
125cc NOVICE II
James Sisco Yam
J. Lyon Lewick Kaw
Mark Windsor Yam
125cc NOVICE III
Jim Kline Yam
Roy Addington Bul
Albert Griswold Yam
100-125cc AM-EX
Richard Sweaney Kaw
Rob Morrison Kaw
Paul Lambert Yam
175-200 NOVICE
Tom Heard
Jim Eskew Yam
Roland Wood Yam
250cc NOVICE I
Rex Staten Oss
George Luther Yam
Jess James, Jr. Bul
250cc NOVICE II
Skip Gallagher Mon
Stew Cox Bul
250cc NOVICE III
Nate Ezell Mon
Jerry Greer Bul
Frank Eggers Yam
250cc AM-EX
Bob Kline Bul
Danny Hockie Oss
Scott Smith Yam
NOVICE MOTO A
Ken Brewster Mon
Bruce Prior H-D
Bill Barning Mai
NOVICE MOTO B
Jeff McDenitt Mat
John Laster Tri
Lonny Hawkins Mai
NOVICE MOTO C
Ron Bair Tri
Gary Cowden CZ
Larry Stapleton Tri
AM-EX MOTO
Tony Denius Yam
C.H. Wheat Mai
Ron Lambert Yam
MINI-BIKE A
R. N. Me Cormick
Marvin Hobbs
Gary Woods
MINI-BIKE B
Danny Dixon
Richard Hart
Les Briley
MINI-BIKE C
Gary Lambert
Steve Sisco
Jim Beck
MINI-BIKE D
Ricky Blubb
David Jones
Jeff Kroening

SPORTSMAN
SHORT TRACK
Santa Rosa, Calif.
August 8, 1970
By James Brammer

100cc NOVICE
Robert Cummings M-B
Warren Smith Hon
Bill Wilson Kaw
125cc NOVICE
Tom Fleming H-D
Albert Silva, Jr. Yam
175cc NOVICE
James Thompson Oss
Don Roemer Oss
200cc NOVICE
Moris McCaslin Bul
Steve Knechthe Bul
250cc NOVICE
Ken Seidler Bul
Paul Warne Bul
Ken Crawford Bul
Ed Hausman Bul
200cc AMATEUR
Fenn Pervier Bul
Jim Perry Oss
Gary Lester Bul
250cc AMATEUR
Jerry Pratt Kaw
Steve Deckard Suz
Ron Matteri Bul
Larry Drew Bul
250cc EXPERT
Dan Davies Bul
Rich Faria Duc
Russ Powell Bul
Bill Stockham Yam

SPEEDWAY
Orange Co. Fairgrounds
Costa Mesa, Calif.
By Mike Capalite

HANDI. CONSOLATION
Rick Woods Jaw
Sonny Nutter Jaw
Don Cullum Jaw
Steve Bast Jaw
Jim Anderson Jaw
Mike Bast Jaw
SCRATCH CONSOL.
Rick Woods Jaw
Sonny Nutter Jaw
Scott Autrey JAP
John Fishburn Jaw
MATCH RACE
L. Heinselman Jaw
Mike Konle Jaw
3rd DIV. MAIN
John Gennai JAP
Brian Crawford Jaw
Irwin Moon JAP
Dennis Cunningham JAP
Jeff Jahns JAP
Jim Shaw Jaw
2nd DIV. MAIN
Ruben Benites Jaw
Bruce Flanders Jaw
Btuch Fishburn JAP
James Foxe Jaw
Steve Gresham Jaw
Joe Fitzpatrick Jaw
HANDI MAIN
Ron Taylor Jaw
L. Heinselman Jaw
Bruce Haserot Jaw
Larry Shaw JAP
Dennis Gildehaus Jaw
Gary Fishburn Jaw
SCRATCH MAIN
Mike Bast Jaw
Larry Shaw JAP
Steve Bast Jaw
Terry Graham Jaw

BAY MARE MOTOCROSS
Bay Mare, Calif.
August 9, 1970
By David Smead

125cc NOV. DIV. I
F. Joehnck (tie) Mai
S. Allen (tie)
Jeff Wecker Yam
Clifford White
Laurence Bott Sac
125 NOV. DIV. II
Steve Armstrong Yam
Jim Hale Yam
John Egizi Yam
Scott Hoffee Bul
Scott Pelkey Sac
125cc NOV. DIV. II
Kevin Porter Sac
Don Armstrong Yam
Dave Murray Yam
Mark Houater Yam
Tony Rogers Yam
125 AM-EX
Ron Rakisits Yam
Bruce Baron CZ
Jerry Johnson Bul
Ray Lopez Yam
Lon Peterson Sac
250 NOV. DIV. I
Jim Mac Donald CZ
Mike Plunkett AJS
Gary Egloff Hus
Jim Dietz Hus
Tom Braylis Hus
250 NOV. DIV. II
Joe Scarber Hus
Joe Bonnello Yam
Nate Sciacque Yam
Tom Mattin Mai
Scott Hendrickson Bul
250 AM-EX
J. DeSoto CZ
Bob Ewing Hus
Ron DeSoto CZ
John Maynard, Jr. Mai
Linus Beall Bul
500 OPEN NOVICE
Mike Renno Hus
N. Hudson Mai
J. Cunningham Mai
J. Scarber Hus
R. Dally Mai
500- OPEN AM-EX
J. De Soto CZ
J. Maynard, Jr. Mai
J. Rice Mai
L. Watkins Mai
Ricky Long Yam
SIDEHACK
Jack Moffitt/ Nichk Sateros Tri
Bob Moffitt/ Mike Wall Bul
Ralph Whitney/ George Whitney BSA
Russ Jones/ Larry Morris Bul

CMC MOTOCROSS
Carlsbad, Calif.
August 9, 1970

500 JUNIOR
F. Carlisi Hus
D. Vick Hus
F. Sykes Mai
A. Drake Yam
500 EXPERT
Jim Wilson Gre
P. De Benedetti Mai
Bill Clements Hus
M. Blackwell Hus
560 JR. DIV. I
M. Stephenson CZ
C. Rouse CZ
S. Bagard Bul
B. Test Yam
250 JR DIV. II
F. Gualda Hus
P. Kolebert CZ
B. Sickling AJS
S. Ericson Mon
250 JR. DIV. III
T. Sugg
B. Stowers Gre
T. Hoke CZ
J. Buhl Hus
250 JR. DIV. IV
R. Rudolph CZ
D. Reynolds Mai
T. Volin Hus
C. Williams Hus
250 EXPERT
7 INTERMEDIATE
Jim Wilson Gre
Tom Rapp Bul
E. Urban Mai
B. Clements Hus
125 JR. DIV. I
M. Hoffman (tie) Sac
R. Tuggle Yam
J. Staton Bul
P. Brinkman Yam
125 JR. DIV. II
T. Dunlap Pen
S. Strobelt Yam
J. Van Dellen Yam
M. Howell Yam
125 JR. DIV. III
G. Reber Yam
T. Gabriola Yam
C. Bean Yam
C. Sukut Yam
125 EXPERT-INT
J. Beauchamp Sac
L. Larson Pen
J. Garcia Bul
E. Crippa Sac
100cc JUNIOR
B. D. Rowe Hod
B. McKee Hod
R. Beere Hod
M. Paulsell Hod

SCRAMBLES
Lodi, Calif.
August 7, 1970

100cc NOVICE
Dennis Smith Kaw
B. Cloud Bri
R. Glibbs Kaw
125cc NOVICE
Bill Byrds Bul
Jim Robinson Yam
175 NOVICE
Craig Michie Hon
Kermit Kiser Hon
200 NOVICE
Robert McChesney Bul
Del Kimbel Bul
200 AMATEUR
Gary Comphel Bul
Jeff Davidson Oss
250 NOVICE
R. Houston Bul
Dale James
D. Witte Bul
250 AMATEUR
Jeff Holman Bul
Eric Peterson Bul
Jerry Cochran Mon
250 EXPERT
John Green Bul
Mike Renshaw Bul
Jim Foley Bul
350 NOVICE
D. Cummings Hon
E. Bengtsson H-D
350 AMATEUR
J. Holman Bul
Max Hall H-D
500 NOVICE
S. Shaw Mon
F. Mendoza Bul
500 AMATEUR
Gary Comphel Bul
Larry Schultz Hon
500 EXPERT
John Green Mon
Jerry Hobbard Yam
Jim Conway Bul
650 NOVICE
Tony Arnaiz Tri
Sonny Victor Tri
650 AMATEUR
Jeff Hammond Tri
Craig Godwin Tri
650 EXPERT
Larry Lane Tri
Bdu Smith Tri
Tyrone Cruze Tri
125 WOMEN
Debbie Jackline Kaw
S. Trummell Kaw
M. Palmer Yam

All Bob Grossi can do is win the race.
(and that's a lot!)

We know the best way to tell people about it.

Tom Walsh
Advertising Manager

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A NEW BOOK BY TORSTEN HALLMAN

MR. MOTOCROSS, a new book by four time 250cc World Motocross Champion, Torsten Hallman, is destined for success. Not because it's spectacularly well written or informative, though. It's just that Hallman is sort of a folk hero to a burgeoning number of people, starved for "inside" information about their primary love, motocross.

Most of the 108 page paperback – 88 pages, to be exact – deal with the author's memories of his 14 years of racing. Three small sections in the back of the book, however, deal with physical fitness, racing tips and motocross in the United States.

The 14 year narrative that Torsten takes the reader on is somewhat disjointed and hard to follow, probably because of the language and/or translation of the book. In fact, Kenneth Olausson, the author's friend and editor of the book tells you in the forward that "...the language barrier has been a difficult obstacle," and to "Please overlook the mistakes that may occur."

And, if you follow Olausson's advise, you do indeed find a fairly interesting, if somewhat sketchy, account of Hallman's racing career.

The account starts at the end, actually. "The year was 1968," Hallman begins. He and Joel Robert are tied for world championship honors. The race is in southern Austria, and it is the deciding event in the chase for the title. Of course it's history that Robert became World Champion, but the former champ tells how he was foiled in his attempt at his fifth world title.

I don't really know what we're looking at, Joel and I, but it sure looks interesting, doesn't it?

Hallman goes on from there to explain how he started riding in his home town of Uppsala, Sweden, his early riding experiences, and finally his support from the Husqvarna factory.

Then starts the tale of his rise to stardom...

All in all it's an enjoyable tale, especially some of his remarks about fellow riders:

JEFF SMITH – "I have always admired that man as one of the most outstanding riders there are because of his fantastic fighting spirit. Jeff never gives up and always comes back if he fails. That's how it has been and that's how it still is despite his nearly 20 years in the game..."

JOEL ROBERT – "...I thought that Joel rode a bit careless and risky which later only would turn out to be his riding style. He's a real flyer and if you ever saw him in form on his CZ you'll never forget it as long as you live...It's quite fantastic how we've fought Joel and I and it has given me (and no doubt him, too...) many bright memories...Joel and I are and have been big rivals on the track, but at the same time we've had a lot of fun together and we're very good friends."

VICTOR ARBEKOV – "Victor, who once had been riding like a mad-man to stay ahead of me in Russia, had grown to a powerful and very stylish rider. His riding performances when he was at the top were distinguished by distinct and perfect control of the bike...Unfortunately, this was the only successful year for Arbekov (1965). When he won the title the Russians wanted to make him a superman to enable him to win another championship easily. So, they sent him to a training camp where he had to ride and practice physically for half a year before the 1966 season would start. I remember very well when I met Victor in Spain. He was an entire new human being. In the first place he had gained weight by about 40 pounds which is quite a lot during six month's time. Then he was tired of riding and he had no spirit whatsoever. The Russians had forgotten that there is something called psychology, too. Victor didn't even want to win knowing that he then would have to go back to the training camp. His smoothness in riding was gone and Victor never became the same rider after that."

OLLE PETTERSSON – "We often travelled together to the GP's and we've spent a lot of gay hours in the Mercedes on the German Autobahn where we spent some hours each time we got to a Continental race. Olle is somewhat quiet but he is also a very reliable and friendly person. He is a great friend of mine and we've learnt a lot from each other as to riding and things that concern our profession."

TORLIEF HANSEN – "The 20 year old boy is quite a character and we call him the 'Swedish Cassius Clay' as they talk the same way. However, just like the boxer, Torleif has good reasons to believe that he'll be a top scrambler, and he has proved it many times already. He is afraid of no one and rides with the spirit we remember from Joel in 1964."

Although it's somewhat doubtful that the book's sections on physical fitness and racing tips will make an Expert out of a Novice, they do provide some interesting information that many motocross aficionados may find helpful.

The final section of the book deals with motocross in the United States, but comes across, for the most part, as an apology for and glorification of Husqvarna importer and Inter-Am promoter, Edison Dye. "With Edison's optimistic stakes, his ideas and sacrifices it has been possible to run the Inter-Am and I think all motocross fans should be grateful to him, for the sport wouldn't have been the same thing without Dye," the author tells us. Which, of course, is at least partly true. – Bob Sanford.

TRY ONE YOURSELF at

SAN FRANCISCO RIDERS

bring your riding gear and this advertisement with you.

FREMONT RACEWAY

Saturday, August 22nd, 2:00 PM onwards

Come and sample the 250cc and 370cc versions of these remarkable machines, suitable for racing in TT, moto-cross and the desert. (participants must be 15 years old or older)

AJS handles better

Stop the press: Malcolm Davis wins 250 British National Motocross Championship.

NORTH-SOUTH CHAMPIONSHIP

Aug. 29 & 30

White Rock Motorcycle Park,
Sacramento

$1200.00

cash purse

Directions: Highway 50 to White Rock Rd., turn south, 3½ miles to entrances – signs posted.

Sept. 5 & 6

Bay Mare,
Moor Park

$1200.00

cash purse

Directions: Take Ventura Freeway north to new Fillmore Freeway to Highway 23, then left to Moor Park, 118 to Balcom Canyon Rd. & follow the signs to Bay Mare.

STARRING

Northern Challenge Team:

- ☆ *Bob Grossi*
- ☆ *Brad Lackey*
- ☆ *Carl Cranke*
- ☆ *Phil Jacobsen*
- ☆ *Ron Stockman*

United States Motocross Champions:

- ☆ *Jim Wilson*
- ☆ *Tim Hart*
- ☆ *Bill Clements*
- ☆ *John Rice*
- ☆ *John DeSoto*
- ☆ *Jim West*
- ☆ *Jim O'Neal*

Sat. Aug. 29

All Sportsman Motocross

Sun. Aug. 30

North - South Pro Motocross & Sportsman Team Matches

Mail Entry: $10
Post Entry: $3.00
Information &/entries
% White Rock Motorcycle Park
605 Riley
Folsom, Calif.

Sat. Sept. 5

All Sportsman Motocross

Sun. Sept. 6

North - South Pro Motocross & Sportsman Team Matches

Mail Entry: $5.00
No Penalty for Post Entry
Information:
International Racing Enterprises,
6605 Desoto,
Canoga Park, Calif.
(213) 348-3349

THIRD STRAIGHT TO MERT

GARDENA, CAL., August 7, 1970- Mert Lawwill won his third straight half mile main event aboard his Harley-Davidson tonight. The Harley was the older version of the 750cc, the sidevalve model, that has been the most consistent winner for Mert the past three years.

Mert's partner, Mark Brelsford, riding the newer overhead 75, teamed to give H-D their best one-two showing of the season.

Eddie Mulder returned to the oval to surprise all with the fastest heat race win of the night on his Triumph. He edged point leader Tom Rockwood, also Triumph mounted. Brelsford and Lawwill won the other two heat races.

Gene Romero posted the second fastest time trial, behind Lawwill but a ragged start by the Starter found riders all taking off at different times and Romero running up the back of another machine. This started a chain reaction with Gene going down and taking Dewayne Keeter with him.

Keeter was back for the re-start but Romero was assisted to the pits with a badly sprained ankle. Mulder then went on to win the event.

Brelsford upset Lawwill to win the Dash with the continually improving amateur, John Hateley topping Lawwill and Dave Aldana for second. Aldana replaced Romero in the four rider Dash lineup.

Brelsford then tried for his second upset by leading the final for the first three laps. Then Lawwill took over and led the rest of the way. It was a three rider go the entire distance with Lawwill putting on the pressure from the start and Tom Rockwood moving up through the pack after the early laps.

Rockwood made a bid for the win in the middle laps, got off the groove, dropped back to fourth and then came on strong to come out of the last corner even with Brelsford in the race for second to the checkered flag. Mark held on by inches to give H-D a one-two finish.

Mulder, the TT specialist, surprised in the heat race before taking last in the final. But it was Jody Nicholas, the road racing specialist, who pulled off not one but two surprises.

Nicholas showed up to race but once again his new BSA was not on hand. Harold Allison had a spare Norton so Jody, without benefit of practice decided to give it a try.

The last minute combination produced a come from behind win in the Semi and another come from behind to finish a respectable fourth place in the 15-lap final. The Norton was not equipped with a swinging arm frame and Jody turned in two good rides on a rigid frame to boot!

Hateley was again off to one of his slow starts in the amateur heat race and again found himself starting in the back row of the 10-lap final.

Again, it helped to make a better race as John and the Triumph came from the back to take the lead away from Don Emde on the sixth lap and go on for his third main event win in four weeks.

Portland's Chuck Joyner continues to race at Ascot and continues to improve his oval track status. He was running third until engine problems forced him out late in the race.

Gary Scott was "Gone-racing" in Sturgis, So, Dak., so Kenny Roberts had it all to himself with no challenger most of the night in the novice class. The Suzuki ace again scored a heat race and main event combination to extend his overall undefeated string to nin straight without a loss on the half mile.

Carl Byers and Al Baker, both Yamaha mounted, did the chasing this time for second and third. Byers, the San Diego rider, is another of the fast improving first year Pro's who is getting closer to the winner's circle each week.

(Results on page 22)

Winner Mert Lawwill goes under Dave Aldana.

Bunched up in the first turn.

Round trip to Sacramento $15. Includes admission, breakfast and a stunning array of refreshments to make your bus ride one to remember. Party Bus leaving Cycle News midnight, August 29th.

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The only socks made specifically for cycle riders!!!

★ full absorbent cotton—ends sagging and itching.
★ extra long for tall boots—or double back for more cushioning.
★ 6 bright colors for club identification.

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(includes tax & postage)

For prompt delivery send your check or money order with the completed coupon.

To: J-T Racing Imports
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Dana Point, Calif. 92629

PLEASE SEND ME (indicate quantity)
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Check size: __Small __Medium __Large

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CALENDAR

(Continued from Page 2)

SPORTSMAN SCRAMBLES by Oregon Sidewinders at Sidewinders Race Track, SE Lawnfield Rd, east of 82nd in Clackamas, Ore., south of Portland. AMA sanct. Info: (503) 659-1022.

SAT. & SUN., AUG. 22nd & 23rd

ROAD RUN by Los Borrachos M.C. in Ventura County. Mail entry $3, $2 under 12; Post entry $3.75, $2.50 under 12. Deadline Aug. 14. Mail to Los Borrachos, P.O. Box 2022, Ventura, Calif. 93001. Info: (805) 646-5768, 646-2957.

SUNDAY, AUGUST 23rd

SMRA TRIPLE-HEADER for AMA points at Green Valley Raceway features European MX, Drag Racing, and Road Racing. $4 for pit pass, no entry fee. Admission is $3. For more info write 2507 TCU Ave., San Angelo, Tex. 76901, or phone (915) 949-1030.

MOTOCROSS at Arlington Moto Park in Arlington, Texas. Admission $2.50, entry fee $1.50 for beginners, $3 for pro. Info: (817) 262-3825.

SCRAMBLES at Calif. Rodeo Grounds in Salinas, Calif. Donation $2 for Cerebral Palsy Fund. No classes under 200cc. Open at 7 a.m., practice at 8, signups end at 10 and first race at 11 a.m. AMA sanct. Info: contact Bob Wayman, 324 N. Main St., Salinas, Cal.

SCRAMBLES, European style by IRE at Indian Dunes. U.S.A. MX champs vs. Desert Champs, also. Info: (805) 259-8000.

CMC MOTOCROSS at Saddleback Park. $5 mail entry to CMC, Box 1402, Costa Mesa, Cal. 92626 closes Aug. 18. Post entry $10. Gates open at 7:30 a.m.; racing at 10. 3 # plates.

TT RACES at Huntington Beach Cycle Park by HRA. $2.25 members; $2.50 non-members and ride expert. 3 # plates. signups 9-10:30 a.m. 7561 Talbert, Huntington Bch. Info: (714) 897-4458.

TT SCRAMBLES by Simi Valley M.C. has been postponed until Nov. 22.

HARE SCRAMBLES by Barstow M.C., limed from Barstow Rd. offramp approx. 15 miles south of Barstow. $3.25 entry fee. AMA sanct. Dist. 37 pts. Begins at 9 a.m.

SCRAMBLES by Orland M.C. at Glenn Co. Fairgrounds. AMA sanct. Entry fee $2. Sign-up 8-11 a.m.; practice 11-12:30; races 1 p.m.

MON., TUE., WED., AUG. 24, 25, 26

PRACTICE at Huntington Beach Cycle Park. TT and Mini from noon to 7 p.m. 7561 Talbert, Huntington Bch. Info: (714) 897-4458.

THURSDAY, AUGUST 27th

CMC MOTOCROSS at Ascot Park, Gardena, Calif. Gates open 5:30 pm, 1st race at 7 pm. CMC membership and three readable number plates required.

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6 pm, 1st race at 7:30 pm. Info: (213) 923-9132.

FRIDAY, AUGUST 28th

HALF MILE RACES at Ascot Park. New rooster tail track. Adults $2.95, Juniors $1. Under 8 free.

SPEEDWAY RACING at Orange County Fairgrounds in Costa Mesa. 8 pm.

SATURDAY, AUGUST 29th

SCRAMBLES by Oasis Scramblers and Fallon Lions Club at Fairgrounds on Hwy 50-95 in Fallon, Nevada. 3 # plates; $2.50 entry; Admission $5 for family, $2 adult, $1 student. Signup & practice 5-7 p.m., first race at 7:30.

SAT. & SUN., AUG. 29th & 30th

PRACTICE at Huntington Beach Cycle Park. TT and minis from 10 a.m. to 4 p.m. 7561 Talbert, Huntington Bch. Info: (714) 897-4458.

SUNDAY, AUGUST 30th

MIDNIGHT ENDURO by Prospectors MC in the Adelanto-El Mirage area. 80-mile course. 1st riders leave at 12:01 a.m. $5 entry, $7 post entry plus $1 extra per man for team entries. Send to E. Wilson, 1547 N. 219th St., Torrance, Cal. 90501. Non-sanct. Proceeds to ISDT team. Info: (213) 328-5214.

TT SCRAMBLES by Prospectors M.C. at Adelanto TT Track, 8 miles west of Victorville, Cal. AMA sanct. Dist. 37 pts. Practice at 8 a.m., small bikes 1st race at 9. Big bikes 1st race in p.m. Info: write Prospectors M.C., 1651 Market St., Gardena, Calif.

TT RACES by Ashland Lancers M.C. at Ashland, Ore. Info: P.O. Box 739, Ashland, Ore. 97520.

CMC MOTOCROSS at Carlsbad. $5 mail entry to CMC, Box 1402, Costa Mesa, Cal. 92626 closes Aug. 25. Post entry $10. Gates open at 7:30 a.m.; racing at 10. 3 # plates.

MOTOCROSS by CMC North at Champion Raceway in Brisbane, Cal. off US 101. $5 mail entry, $10 post. Admission $2.50. Pit passes $1. Mail entry closes 3 days prior to races. Info: (415) 682-3543.

MOTOCROSS by Sky Riders M.C. at South Lake Tahoe (Kahle Drive and Hwy 50 in Stateline, Nev.) Signups at 8 a.m.; practice 9-10:30; first race at noon. 3 # plates and spark arresters required. Mail entry $2 to Sky Riders M.C., P.O. Box 3448, Stateline, Nev., 89449. Mail entry closes Aug. 24. Admission $2, under 13 $1. Post entry $4. Info: (916) 544-8309.

MOTOCROSS by Sage-Hoppers M.C. at Encinitas, Calif. Limed from Hwy. 5 and Encinitas Blvd. AMA sanct. $1 donation, under 12 free. $2.50 entry fee. Practice 9 a.m., experts 10 a.m. and novice in p.m. Info: (714) 273-5258.

HARE SCRAMBLES by Dusters M.C. Limed from 395 Adelanto and from San Village and Palmdale Blvd. Entry fee $3.25 for AMA sanct. District 37, 35-mile race. Starts at 9 a.m.

MON., TUE., WED., AUG. 30, SEPT. 1, 2

PRACTICE at Huntington Beach Cycle Park. TT and Mini from noon to 7 p.m. 7561 Talbert, Huntington Bch. Info: (714) 897-4458.

SATURDAY, SEPTEMBER 5th

PRACTICE at Huntington Beach Cycle Park. MX and minis 10 a.m.-4 p.m. 7561 Talbert, Huntington Bch. Info: (714) 897-4458.

SAT., SUN., MON., SEPT. 5, 6, 7

10 MILE CROSS COUNTRY by Klamath Basin M.C. Association at Christmas Valley, Ore. 125 miles northeast of Klamath Falls, Ore. Mail entry $5 to Rr. 3, Box 1046, Klamath Falls, Ore. 97601 closes Aug. 20. Post entry $7. Camp site $4. Motels: (503) 576-2309, 576-2262.

Sparks Wins

HUNTINGTON BEACH, CALIF., Aug. 9, 1970 - The Open-Expert Class first, second and third place was a battle of roaring 650 Triumphs. Arvil Sparks, Big Bore Champ coming out of retirement, socked it to 'em with a first place in both the first and second motos of HRA TT action.

Jim Maupin, driving full bore off the straightaway into turn one on the outside slipped off the groove and did an endo in the tires. Coming back for the final moto, he rode a close second on Sparkie's heels all the way, overtaking Sparkie five feet from the checkered flag giving him an overall third for the day.

BSA mounted James Russell rode both the Open Novice and Open Expert class taking first in the novice first moto. Sparkie and Russell were battling it out in the first open expert moto with Russell taking the lead until the final 10 feet. Coming out of turn seven onto the straightaway for the checkered flag, Russell's bikes blew a rod. Unhurt, but unhappy, Russell was out both events for the day. Seems Russell has had more than his share of black luck, but a good sport and a great rider, back battling it out at the next event.

The fun for the day was the backwards sweepstakes. The first three places from each class went to the five lap event, run backwards. Dennis Briggs, 100 Nov. first place winner, lead for one lap losing it to Yamaha mounted Rob Burg with Tom White pushing all the way for a second overall.

Tom White and Sparkie were turning the track in 43 second with the course bigger. An accident-free day with an ocean breeze makes for a good day at the races.

(Results on page 22)

RIDE WITH THE BEST

RIDE CMC EVENTS

MOTOCROSS

August 16th – Ascot Park
August 23rd – Saddleback
August 30th – Carlsbad

– RAIN or SHINE –
3# Plates Req.
Gates open at 7:30 a.m., racing at 10:00 a.m
CMC MEMBERSHIP REQ. $5.00
Mail Entry, $10.00 Post Entry.
Mail to CMC, Box 1402, Costa Mesa, Calif. 92626. Mail Entries close 5 days prior to each event.

the ACTION'S at SADDLEBACK
ORANGE COUNTY'S MOTOR PLAYGROUND

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Antelope Ramblers Motocross

AUGUST 23
CMC Motocross

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OPEN WEEKENDS 8–7
OPEN WEEKDAYS 9–6
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give you something exciting 50 weeks a year. Or longer if you like."

(213) 427-7433

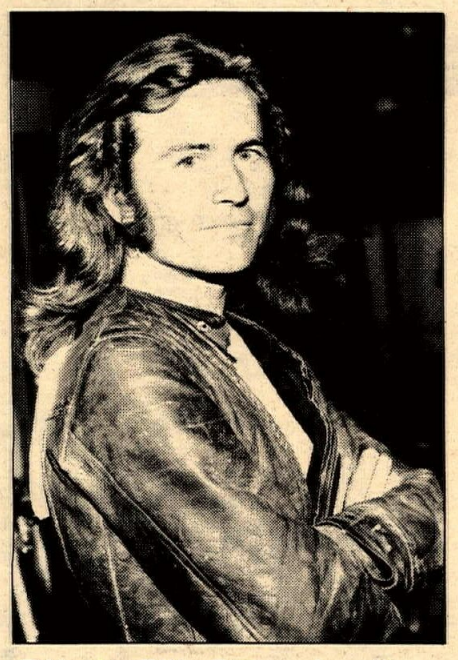
MIKE BAST GRABS COSTA MESA VICTORY

By Mike Capalite

COSTA MESA, CALIF., August 7, 1970—Spectacular spills seemed to be the order of the day at the Orange County Fairgrounds as the oldtimers as well as the new riders were having their share of problems. Last week's rash of spills could definitely be blamed on the new surface placed on the track which made for a deep cushion which was hard for the riders to adapt to.

This week, the only excuse was not being used to the new surface as the track was in good shape, but the riders were still falling like flies as no less than twenty-three riders 'bit the dust' in the course of the evening, with some riders having repeat performances.

A sad note was injected into the evening's entertainment as it was announced over the loudspeaker system that this would be Steve Bast's last ride of the year. Much to the disappointment of his growing number of fans, they were informed that the following Tuesday (August 11) he would be leaving for England to race the remainder of the year over there as a regular member of one of the teams in the British Speedway League.



T.V. star Billy Gray, a favorite at local speedway tracks.

The Handiap Main Event went to Ron Taylor who apparently has seen his last start on the 0-yard line. Two weeks ago he won the second division main event, last week the consolation and this week the handicap main event. It looks like his cherry-picking days are over, but whatever the handicap, Ron will be in there trying his best.

Working hard the whole evening to bring glory home to Pete Palmer's Great Bear Racing Team was Larry Heinselman who was doing everything right this evening and worked his way up from the back of the pack to second spot which was quite an accomplishment. What really made Larry the Hero in the eyes of his team was the match race earlier in the program where Larry was pitted against Mike Konle of the Valvoline-Sponsored USA racing Team.

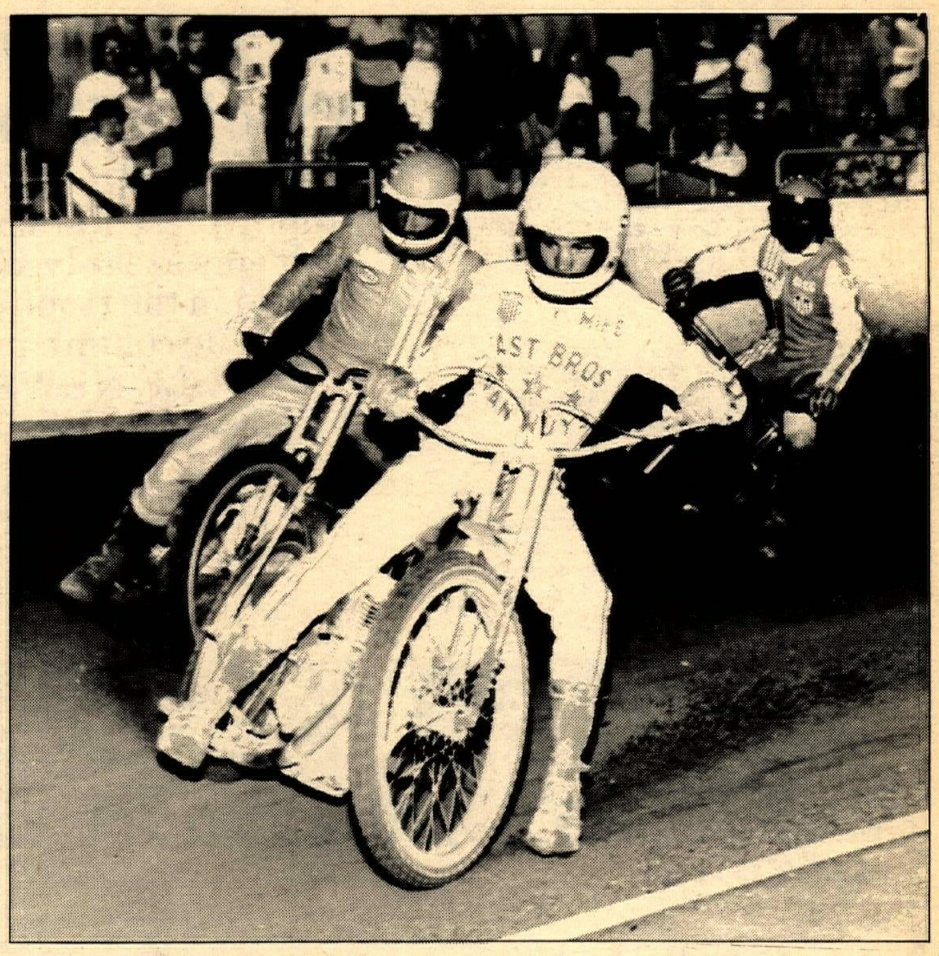
He jumped into the lead off the line and Konle was never able to catch him as Heinselman crossed the line a double winner, not only winning the race, but with the rivalry going between the teams, the beating of a member of another team probably made him feel better than just beating another rider.

The Second division Main Event looked more like a third division heat as only two riders crossed the line at the finish as the rest had fallen down, some even had the bad luck to get up and continue in the race and then fall again.

The win went to Ruben Benites who took the lead at the start and held it all the way, moving up to cop a second spot and doing some excellent handling trying to avoid fallen riders was Bruce Flanders.

The third division Main Event had a spectacular crash. Jeff Jahns lost control in the pit corner and slammed into the break-away fence which moved it back a couple feet. Jeff still had a problem of not being able to turn off the throttle and as he was still upright, the machine got a bite and took him right through the hole and into the pits.

The win in the third division went to John Gennai who led it from wire to wire with Brian Crawford working his way up for a second place with Irwin Moon copping third.



Mike Bast leads the crew in front of the weekly capacity crowd.

As the Scratch Main lined up, the Steve Bast fans were hoping he could win this one so he could go to England with his last race being a winner, but they weren't reckoning with his brother Mike.

Mike grabbed the lead into the first corner with Steve closed in for second with Larry Shaw right behind him and Terry Graham in fourth. Steve was pushing hard, but Mike was determined and Steve was trying just a little too hard as he drifted wide in the corner and Shaw moved inside of him.

Now that he was in second, Shaw was working harder, he wanted this win bad and he started pushing Mike Bast for the lead. Mike had this one and he wasn't about to relinquish it as he kept the lead all the way with Shaw second and Steve Bast having to settle for third with Graham fourth.

(Results on page 22)

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The exclusive flip-top gas cap guarantees the enthusiast that he will never again loose his tank cap during competition.

Price is $49.00.

JOE BOLGER REPLICA FUEL TANK

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(Your headline goes here.)

Here's all you do:

1. Write a Valerian's headline in the space provided above.
2. Bring it to Valerian's Two Cycle City Ltd. on or before Monday, August 17, 1970.
3. Best headline wins a $50.00 Valerian's Gift Certificate.
4. In case of duplicate winning entries, ties will be awarded.
5. Winning ad will appear sometime soon in *Cycle News*.

Valerian's Two Cycle City, Ltd.
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Attention Motorcycle Clubs:

Trophy Pick-Up

August 14, 1970
HILLTOPPERS M/C. Trophies for T.T. Scrambles, held July 26, 1970 at Perris, Calif. may be picked up at corner Dairy St. & South Ave., Long Beach. Trophies will be forfeited if not picked up within 30 days. Info: (213) 428-4971.

August 16, 1970
BUSHMASTERS (Adelanto area), Dec. 21, 1969 European Moto held at El Mirage. Trophies may be picked up at Crestline's European Scrambles. Info: (714) 849-6181.

Before Sept. 15, 1970.
SLED RIDERS MC's Feb. 22 Huntington Bch. and Apr. Deadman's Point trophies may be picked up at 601 W. Maplewood, Fullerton, Calif. Info: (714) 871-7825.

Your trophy presentation problems are solved. An ad in the trophy pick up column in CYCLE NEWS lets them know Who Where When and What.

Fill out this form and mail with check or money order (cash at your own risk) to:
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BELLFLOWER M/C SHOP, INC., 9135 E. Compton Blvd. (2 Blks. E. of Lakewood) Bellflower, 925-5093. "We emphasize service." Tri., Yam..

PAUL'S HARLEY-DAVIDSON-16211 S. Lakewood Blvd., Bellflower. Ph: ME 4-1222. Paul Lass. Large selec. of new & used motorcycles. Write for mail order parts, new or used. Now also Dealer for Suzuki & H-D.

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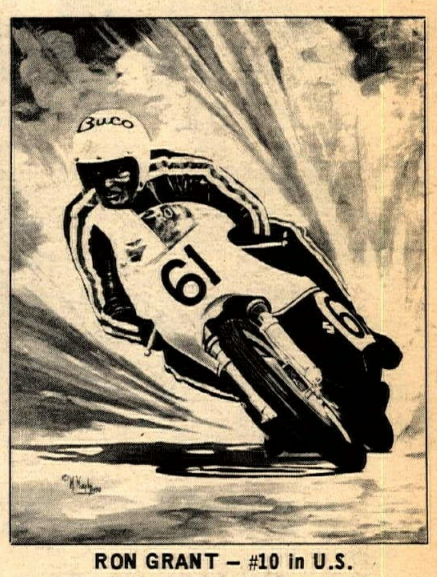

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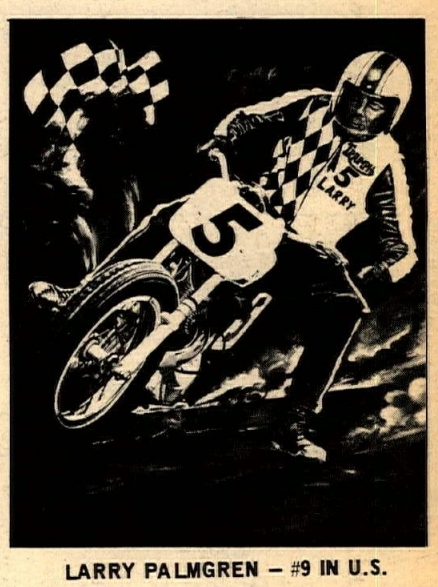

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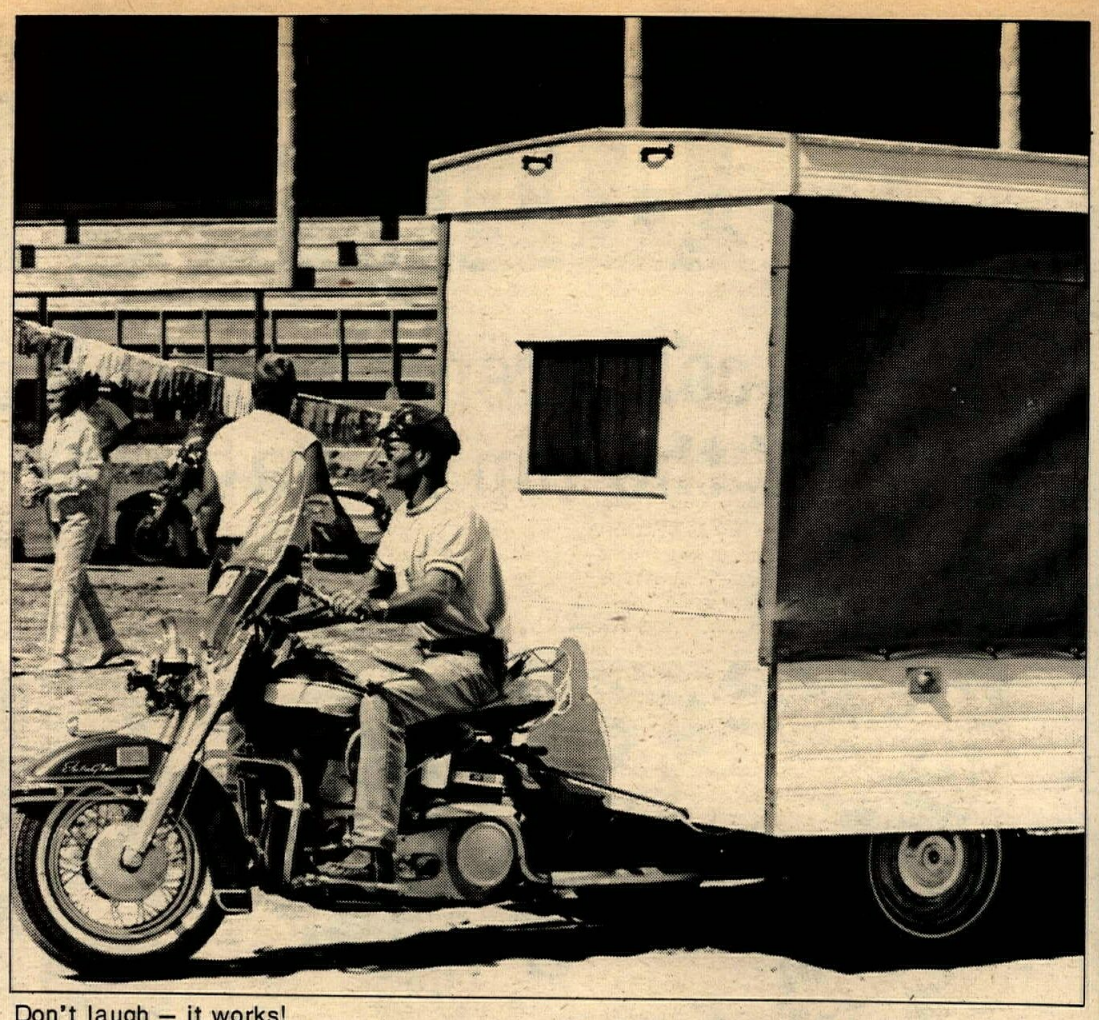
CAL RAYBORN – #3 IN U.S.

Cycle City, USA (Continued from Page 17)

Gary Scott has hard time getting in front during motocross race. Scott won the 125cc class and was second in the 500cc division.



Don't laugh — it works!

all the Amateurs and Experts, besting second fastest Dick Mann by nearly two seconds.

Gary Scott from Baldwin Park, Calif., also appeared and made the Novice final, but could manage no better than a sixth Saturday and third Sunday as he was plagued by the 93 degree heat and the long trip he had made. Friday, he had taken first in the 125cc class of the motocross with Yamaha teammate Steve Nichols triumphant in the 100cc.

Neil Keen, who finished third in the half-mile Saturday, bettered Mann on Sunday and took first with the Daytona and Castle Rock National winner placing second.

And as the day ended, so did the week. The streets began to empty themselves of all forms of two-wheeled machines. The director of the 30th Annual Five Day Tour & Rally, Clearance "Pappy" Hoel, could give a sigh of relief as all went well.

For the town, everything was returning back to normal and nobody was very much richer. Last year, the event netted the officials 40 cents; this year will be about the same. So, why do they continue to hold it without a sizeable profit one may ask?

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(Results on page 22)

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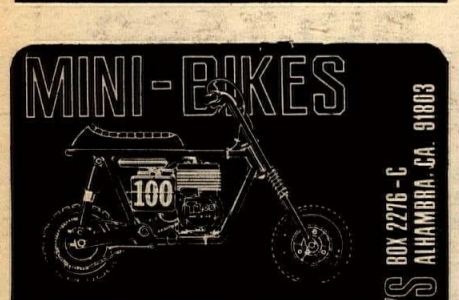
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SMITH, WELLS CONTROL ACTION AT OCS

Story & Photos
By Rich Hoffman

ORANGE COUNTY SPEEDWAY, Aug. 5, 1970- Scott Smith and Gary Wells shared top honors Wednesday night, each winning 3 main events.

Smith continued his domination of the lower division taking first in the 125cc Junior TT, 250cc Junior TT and 125cc Junior Short Track. He also placed second in the 250cc Junior Short Track behind Steve Jones (Ossa).

Gary Wells started the night off with a win in the 125cc Senior TT with Ray Vanderpool (Bul) and Gary Jones (Yam) taking second and third respectively.

His second win of the evening came in the 250 Senior TT with the battle for second again between Jones and Vanderpool. This time it was Jones who held on to the number two spot.

Wells' third and final win of the evening was in the 125cc Senior ST. This time he had a new challenger in Scott Smith who pushed hard all the way, but couldn't quite get it together and had to settle for second. Vanderpool finished third.

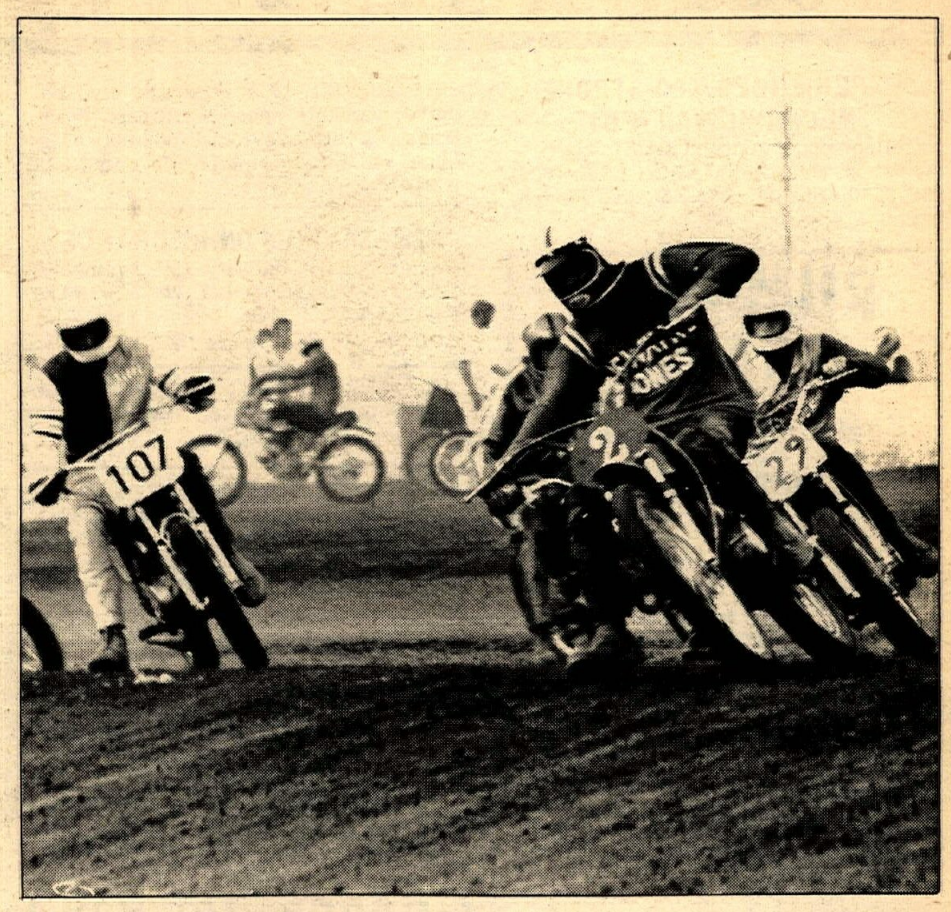
Stan Rogers won the 250 Senior ST from start to finish holding off Vanderpool and Scott Autrey who finished second and third respectively.

Both 500cc Junior events were won by Gary Tanner (Mai). Second place in the 500cc TT went to Steve Thomas in the

500cc TT went to Steve Thomas (BSA). Mike Collins (Yam) was second in the short track.

The 500cc Senior ST was won by Carrol Heiland who held off several attempts by Stan Rogers who had to settle for second.

(Results on page 22)



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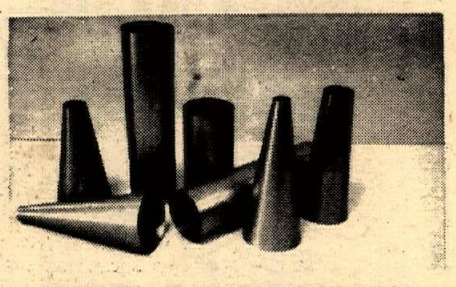

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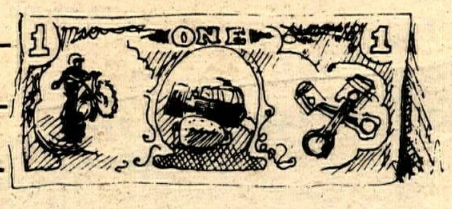

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